

Merry Christmas

# BOOK!

THE OFFICIAL JOURNAL

# East Sussex Cycling Association

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# EAST SUSSEX CYCLING ASSOCIATION



**President Steve Dennis**

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## Contents

CENTRAL SUSSEX C.C.	Page 2
HASTINGS & ST. LEONARDS C.C.	Page 3
WORTHING EXCELSIOR C.C.	Page 4
EAST GRINSTEAD C.C.	Page 6
CRAWLEY WHEELERS	Page 8
A WEEKEND WITH ALLAN PEIPER	Page 9
THE REAL SIDE OF CYCLING - MAJORCA TO HORSHAM	Page 10
BRIGHTON EXCELSIOR C.C.	Page 12
LETTER	Page 13
C.T.C. EAST SUSSEX D.A. MID WEEK SECTION	Page 14
SOUTHBOROUGH WHEELERS	Page 15
LEWES WANDERERS C.C.	Page 16
WILLIAM HICKEY	Page 17
RELIABILITY TRIAL - REPORTS & PICTURES	Page 19
SOCIAL CALENDAR	Page 25
POINTS COMPETITION	Page 26
B.A.R. RESULTS	Page 27
BACK PAGE	Page 28



## *CENTRAL SUSSEX C.C.*

The 1994 racing season has now come to an end; is it with regret from those who didn't achieve the times or places that they had hoped were within their grasp in February, or is it with enthusiasm for what next season holds?

Kevin Harding has emerged as Club BAR, using our unique system of 1 x 100, 2 x 50 & 3 x 25 miles, all on London South courses. His average speed being 25.168 m.p.h. Peter Cauldwell is runner-up after a rather haphazard season. Eric Bonner had a good and prolific season but for some reason didn't ride a 50 mile event so was not a BAR contender. His son Richard returned times, as a novice, that a lot of more experienced riders would be very happy with. This included Eric, the times that Richard was the faster of the two of them. For the first time in several years, well seven, we have had a lady racing. She is Sharron Cauldwell, elder sister of Peter. One of her other pastimes is as a football referee! Mike Ryall rode a few 25s and has complained at being in a rut of '5s'. Ken Atkins rode in one '10' just to keep the record going of having competed in at least one event every year since 1946.

We are hopefully looking forward to a fine day for our cyclo-cross - yes this is being written well before the editor's deadline. We are also looking for good support for our Prize Presentation/Buffer Lunch. After which cycling matters can be put to bed until the Christmas festivities. The '10' on December 18th is to be held in conjunction with Sussex Nomads in Wincham Lane, apart.

We have all been pleased to see Alex in the clubroom a couple of times. His recovery seems to be progressing steadily if slowly. Transport has been by courtesy of Eric and David Jenkins.

Now that the clocks have gone back to G.M.T. we have cut our Club nights to alternate Mondays. There will be tea and chocolate available in the Village Hall at Staplefield on November 21st and then every other Monday until summer time is re-introduced next spring, except of course, Bank Holidays.

Unfortunately we have had to take the decision not to promote a Surrey league R.R. in 1995, also Geoff Ericson has found that he can't act as organiser for the SCA Team Championships. But the Ron Ewart Memorial event is being run on Sunday, 19th February, with Ken Atkins as promoter. We will be using the same course as last year. If there are problems with the A24 road works, we have an alternative course up our sleeves. We are obviously hoping for better weather.

I would like to say "Well Done" to the Association for having accepted the offer to promote the National 25 Mile Championship in 1996, their Golden Jubilee Year.

We all wish Sally a speedy recovery from the dreadful experience and injuries that she received on the morning of the last 25 when she and John were run down by a driving maniac.

As we don't have any scandal or sleaze around here, and there is no more news from this part of the county, it only leaves me to say Happy Christmas and here's to 1995.

**A last minute footnote.** Yes, we did have good weather for our cyclo-cross, possibly the warmest, sunniest, dry November day ever. Due to a new fire break which had been cut on the site, and then used as a dumping ground for demolished houses. Gary had to shorten the circuit to something a little too small for the 'fast men'. The Wembley RC pair of Stuart Blunt and Brian Curtess led the senior field home, after a few mishaps for the latter Ian Taylor, Redhill CC, filled 3rd spot. The juvenile and under 12 events were the usual hairy spectacles. Those who rode seemed to enjoy the event, as did the large number of spectators. It is surprising the number of faces from the past who came out to bask in the sunshine and drink Rex, Kevin and Adrian's tea. Next year should see a few innovations. Watch this space as they say.



## HASTINGS & ST. LEONARDS C.C.

With Paul Panagi riding for Clarence Wheelers there were plenty of opportunities for members to make an impression this year and add their name to one of the Club trophies. It was not to be the case with past winners taking all the honours again. This season had a difficult act to follow after the record breaking successes of Chris Kitchenham and Paul Panagi in 1993. The only Club record broken this year was by Eileen Buckley who lowered the ladies '15' time by 1min 3secs from her previous record to set it at 41mins 44secs.

Chris Kitchenham still managed to pick up several trophies despite concentrating on his studies and a part-time job to earn money in preparation for his days as an impecunious university student. His 51.11 on the F1, ridden in awful conditions, was well below his 1993 best but good enough for the Club's fastest '25'. Derek Addrison was the fastest vet, recording just thirteen seconds over the hour on a Sussex course. Vic Butler had unfortunately left it too late for his best effort which was just under the hour, out of the county, but after the end of September deadline. Hopefully Derek will continue improving and go under the hour on a Sussex course next year unless he gives himself an even better chance by taking time out of his triathlon programme to ride some faster courses around the country.

Vic Butler was the Club's B.A.R. and should be especially pleased with his '50' and '25' times which were his best for several seasons. He achieved this despite spending many months in the year working in South Africa. Occasionally he partnered Keith Evans on the tandem and they managed to end the season on a high note with a win in the September ESCA '10'.

A different approach was tried with the Club's final time trial, the hill climb at the end of September. It was held on a Sunday morning, entry free and with a prize for the rider closest to nominated time. The formula worked well with a field of ten riders and a small army of supporters and spectators. Jon Sharples was fastest up the hill but Steve Holland won the nominated time competition being only one second adrift from his estimate. A sociable clubrun followed to round off a successful venture which will be repeated next year.

With the racing season at an end, turnouts for the clubruns have been good, even when the weather has looked dubious. The option of a mountain bike run has proved popular on the second Sunday of the month. Everyone meets as usual and sets off en masse. After a few miles those suitably equipped strike out across country, the plan being to rendez-vous later on at a cafe. On the November ride those on road bikes were quite concerned when the adventurers failed to turn up at the appointed cafe. The previous day had seen torrential rain but the off roaders could not be dissuaded from taking tracks besides the waterways from Northiam to Appledore. The morning had steadily got worse and they were running very late. After a leisurely coffee and teacake the roadmen returned to the Ferry Boat Inn where their clubmates should have emerged from the mire. There was no sign of them, not even a flotilla of helmets slowly drifting out to sea. Fortunately they managed to get to a phone early in the afternoon and let everyone know they had survived so there was no need to call for the air/sea rescue. They revitalised themselves at the Strand Cafe, Rye, the Sentry Box tearooms in Appledore probably never realising how lucky they were to escape a visitation by the creatures from the 'muddy lagoon'.



*Chris Parker*



## WORTHING EXCELSIOR C.C.

Another excellent season completed in the Club for Audax events. members have ridden distances from 100 to 600K. Anthony Cartmell in his first year of Excelsior membership attained Super Randonneur status. This required him to undertake events of 200, 300, 400 and 600K distances. (If he'd been really keen/daft he could have ridden longer events to substitute.)

Our 200 in April was Anthony's first event taking in the Watercress Line at New Alresford. At the end of May with John Maxim he rode our South Coast 300K a nice little ride along the coast to Folkestone and back. In July along with John Maxim again he rode the National 400K which, based from Tunbridge Wells was organised by the West Kent CTC. The route was a figure of eight travelling via the Ashdown Forest to Hurstpierpoint and along the back of the Downs and on to Petworth. North to the Dorking area and eastward back to Tunbridge Wells. Through the night to Lewes and eastward via Hastings and Rye where inland as far as Charing and back to the headquarters via Faversham. Due to overwhelming numbers arriving at the Hurstpierpoint control service for tea and cakes service was a little slow but this did not worry Anthony and John at all (see photo).

In August the Brimstone 600K was the last on the list for Anthony to ride. John would have ridden this event but a three week CTC tour to Nova Scotia prevented this (how convenient!). Pedalling away from Poole at 6.00 a.m. saw the wheels turning until around 6.00 p.m. the following day with just a short kip at a control near Cheddar.

Briefly the route was via Andover, Exmouth, Taunton, Chippenham and back to Poole. This was one of the hilliest 600s in the country even more so than the notorious Knotty 600 from Nottingham; it was soon referred to as the Grimstone 600 and I see now it can be ridden as a Permanent and is named the Hellfire 600K! Although riding Cheddar Gorge in the early hours they may not have seen the hill but they certainly felt it!

Whilst riding events even in Wales and in the Midlands the rider from ESCAland whose face seems to pop up most frequently is that of Eastbourne Rovers' Andy Seviour. In one of the enclosed photos taken at Hindhead during our Club's 200K in April Andy smiles for the BONK magazine readers.

Being PBP year (Paris-Brest-Paris 1200K) we have brought forward our 200K to enable those who wish to obtain an early qualifying ride at this distance to do so in February.

No struggling over Blackdown and Hindhead as in the previous three years but a very much easier route with over 600 feet less climbing, in fact although there are quite a few slopes there is only one steep climb, that being Duncton. This takes place on Sunday, 26th February from Worthing. Route as follows: Washington, Petworth, Duncton, Goodwood, Lavant, Funtington, Portsdown Hill, Soberton and on to New Alresford for a control at the Watercress Line, returning via Ropley, Steep, Fernhurst, Kirdford, Wisborough Green, Ashington (detailed route sheets as always, no need for maps).

Excelsior refreshments should be up to the usual standard and will be at various locations en route (Geoff Boore, please note the colour of my tea is different to that of Andy Lock's brew). ESCA riders who used to revel in winter reliability trials of 100 in 8 can think of this as similar. Just a little longer at 125 miles the distance must be covered between 6hrs 40mins and 13 hrs 20 mins. It provides the perfect choice for all abilities.



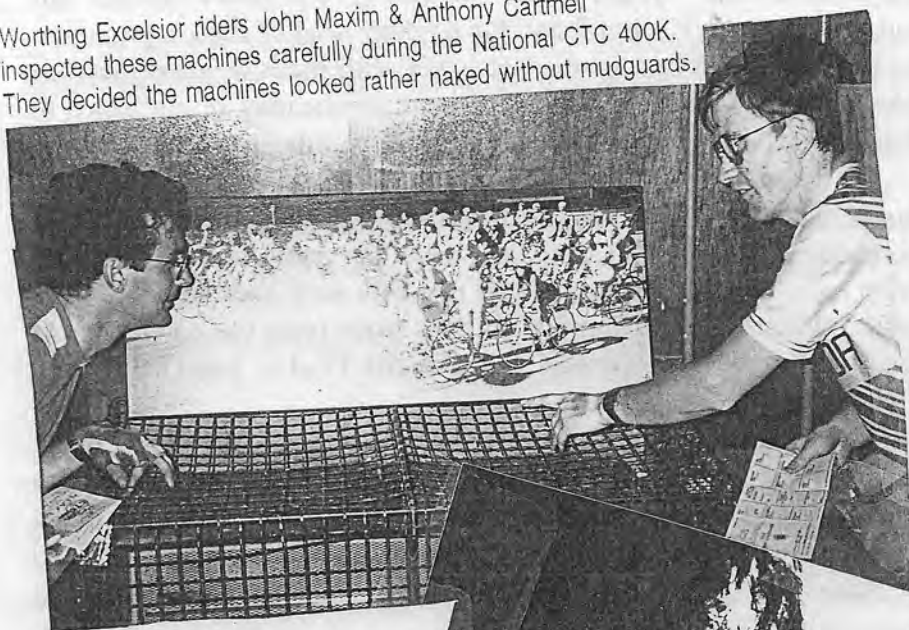
On to Easter Sunday and the opportunity to ride our 300K from Shoreham (again a qualifying ride for the PBP). Same route as in '94. Newhaven, Eastbourne, Hastings, Rye, Romney Marshes, Folkestone, returning via Tenterden, Flimwell, Frant, East Grinstead, Copthorne and Cuckfield. Last year 65 entries were received and again I shall have the 'tea urn' at the ready for you along with stacks of food en route. Anyone contemplating riding a 12 hour for the first time should follow in the footsteps (sorry, tyremarks) of Andrew Lock, who prior to May '94 had not ridden much in excess of 200K in a day and so faced the 300K with some trepidation. However, he had no difficulty and made only one mistake in trying to follow Mike Stoling and Alison Butler on tandem from Folkestone to Tenterden. The event provided him with the 'groundwork' for the SCA 12 when he covered a remarkable 252.87 miles. Prior to this the Excelsior club record stood at 249 miles 838 yards! which was covered by John Antram in 1953.

On 20th August (for those not riding the PBP) a chance to ride the 200K route again (same as in february) or the more leisurely 100K route as follows: Littlehampton, Fontwell, Goodwood Hill (up), Duncton Hill (down!), Fittleworth, Wisborough Green (via an up and a down!), West Chilington. Further info on all above events from Dave Hudson ((01273 591840), 151 Middle Road, Shoreham by Sea, West Sussex. BN43 6LG)

The above report is purely Audax matters, press secretary Colin Toppin will hopefully have reported elsewhere in the magazine on any racing matters of note.

**Randonneur**

Worthing Excelsior riders John Maxim & Anthony Cartmell inspected these machines carefully during the National CTC 400K. They decided the machines looked rather naked without mudguards.



Taken at Hindhead during the W.E.C.C. 200K in April. Eastbourne Rovers' Andy Seviour about to drink a whole bottle of orange squash smiles for the BONk magazine readers. Brian Howe (WECC), 2nd left, is about to drink about 4 galls. of water.

## *EAST GRINSTEAD C.C.*

It's November 9th and I have just realised that I have not entered the ESCA Reliability Trial. However, this doesn't bother me too much for two reasons. Firstly, in the company of two other cyclists (one from Crawley Wheelers) I set out to follow the route last week only to get hopelessly lost having ridden 80 miles in the rain. Secondly, it means that I won't have to hang around the corner out of sight of Roy Humphries in the cold waiting for my time to be up this year.

Anyway, enough of my problems. I see that Alan Peiper, Tour de France hero, is coming over here to entertain the ESCA during January. Strange to think that he has been invited over by 'Bobby' Boore who's views on road racing are less attractive than the Michelin man in a skinsuit (sounds familiar).

Whilst browsing through the Radio Times recently I noticed a programme entitled 'fat man in France'. "Blimey", thought I, "Geoff Bore's even got his own telly programme, hence my disappointment when I discovered to my horror, that Geoff has a double who rides around sampling the culinary delights of France. Maybe Geoff should follow suit, get some sandals and give up that low profile for a road bike.

It's not only G.B. who has a famous double. In the EGCC we can go one better because our Roger Hargreaves has the broad grin of Andrei Tchmill and the balding head of Piotr Ugroumov. This could be why our vet has had one of his best road seasons yet with loads of good placings in crits. Mind you, the Crawley Wheelers Dave Roberts does bear an uncanny resemblance to Miguel Indurain although I don't expect we will see him attempting the hour record.

With the end of the racing season, the silly season is again in full swing. Perhaps the silliest of the EGCC are Steve Blackmore, Steve Dennis and Tim Ellis who are going to make another attempt on the Exe descent canoe race. This is despite the fact that Tim sank and the two Steves nearly got hypothermia last year. When asked if they would ever learn from their experiences they retort with mutterings about not having to do the ESCA Reliability Trial - point made lads.

It was recently the Club's committee dinner which I was fortunate to attend, for it gave a great insight why the EGCC is the Club it is. We all got hopelessly drunk and had a great time with the on the table bar-b-q. There were some great jokes told and eighteen bottles of vino went down quite nicely, thankyou very much. However, Steve Dennis could not hack the pace and had to go off to bed (it's not often you beat a superstar) and Tony 'The Boss' Horrigan was surprisingly quiet, not even mentioning a camel joke all evening.

With Christmas drawing ever closer it is, perhaps, time to reflect on the past season and to note some of the Club's better performances. The Club's road team have had one of their best seasons for a few years, collecting eighty nine places in the top ten, of which twenty nine were in the top three. Unfortunately the Club only managed three individual wins through Steve Blackmore, Roger Hargreaves and Tim Ellis. Highlight of the road year was again the Club's teamwork in the de Laune two day where they took the team award for the third year running, with all the tam members in the top twelve.

Road rider of the year must go to Steve Blackmore who started the season as a third cat and managed to gain his first cat before time trialling took over again leading to another victory in the SCA 12 where he went through hell. Steve Elms came third in his first 12 hour and reckons that he won't do another one.





Another super display of teamwork came in the Clarendon Four-Up Time Trial where our lads (Steve, Steve, Steve and Tim) defended their title (just) and showed that three years of time trials together have made them a force to be reckoned with. It was only a shame that they couldn't make the national Champs after a last minute date change by the BCF.

So this brings me round to time trialling. I need not mention the EGCCs total domination of local time trialling, but I will, just to RUB IT IN. In the ESCA events the EGCC placed the first ESCA rider in every event and won them all except for the '100'. Steve Dennis won the Senior B.A.R. and Bob Taylor won the Vets B.A.R.

On the Club scene the final BAR standings are:

Short BAR	Steve Elms	(28.709mph)
Senior BAR	Steve Elms	(27.149mph)
Veterans BAR	Bob Taylor	(+12.011mph)
Ladies BAR	Jenny Parker	(21.381mph)
Junior BAR	Ben Houston	(26.748mph)
Juvenile BAR	Greg Houston	(25.118mph)

The Ladies best all rounder was again a bloody nosed scrap between Fiona Graham and Rita Preston and looked to be going Fiona's way until Jenny Parker arrived on the scene late in the season to deny both of them the last laugh.

The best performances of the year over 25, 50 and 100 miles were again recorded by Steve Elms who, on the whole, went slower this year but still managed a Club record of 3.54.08 for 100 miles. Best 12 hour went to Steve Blackmore went to mile eater Steve Blackmore with a superb 266.866 on a blustery summers day.

So, as you can see, the Club managed to maintain and consolidate its strength this year with notable improvements coming from the likes of Andy seltzer, Tom Schaebel, Mike Sussex and Fiona Graham who reduced her '25' by five minutes without training (following the trend set by her fiance Steve Elms who reckons that training is for wimps).

Due to a bout of flu this report is now already late, so I had better shut up and post it off. have a lovely winter (I hear it's going to be arctic) and reflect on the superior of East Grinstead cyclists.

Catch you basking in our glory.

*Scratchman.*



**PLEASE NOTE THAT THE CLOSING DATE FOR  
THE SPRING EDITION OF BONK IS**

**FEBRUARY 19TH 1995**



## *CRAWLEY WHEELERS*

What a season we have had!!

One member selected to ride in the Mens Junior World MTB Championships at Vail, Colorado and finishing 57th out of 175 starters. Forty six new Club records, several team wins and a few near misses in open and vets events, the same applying to individual wins and placings.

Paul James started the season by breaking the '10' record, 21.29 on 19th March and finished with the '25' record 54.18 in the Brighton Mitre event on 23rd October, and together with Tim Osborne, 59.07 and Arron Burrows, 1.00.37 set a new team record of 2.54.42. Then Paul Jones finished after Arron with 59.17 to improve the team figures to 2.52.42. Paul James also took the '100' record down to 4.07.17 and he has partnered Tim Osborne on the tandem to improve the 10 and 25 mile figures.

In his first season as a veteran, Tony Gould has cleared all those 1968/70 trike records of the late Bob Griffith, except the 12 and 24 hours and he got to within 0.87 mile of taking the 12 hour. He has also updated all his own senior trike records from 10 miles through to 12 hours (what about the '24' next year, Tony?). Tony, on his trike, has also featured in both the teams establishing new 100 mile team records.

Chas Ayson (ITMA) has had a superb season having set new records at 10 to 100 miles and with several partners improved all the vets teams over the same distances. The new All Members Competition enticed him to ride a '100' with a good result, 4.24.07 in the SCA on a good course on a good day, but that's how it goes. "What if" he challenges Bob Courtier for the Vets BAR next year, will he set new 12 hour figures?

Steve Lenn has built on his first year in 1993 and finished up with the BAR (subject to confirmation), the 10 mile record 21.07; the 30, 1.09.07; plus the team at 10 and 30 miles. He broke Ron Ford's longstanding '100' with 4.10.27 in what was, sadly, the last ever promotion of the famous Bath Road C.C. 100 on 31st July. He made a valiant attempt at the 12 hour in the SCA event but going off course for eight miles and the subsequent loss of morale, his 231.281 was not good enough. He did however finish on a high by winning the Inter-club Hillclimb with the Redhill on Leith Hill with a course record time of 4m 09.1sec, beating the 4m 10s established by Peter Head who rode as a professional on the continent for several years.

Tim Osborne decided that road racing was getting too dangerous for his circumstances and concentrated on testing with some good results as a tandem partner with Paul James and a clutch of team records and promising p.bs.

Frank Lawler has been getting first vet and placings in the first ten on time and standard and features in the team records at 10, 25 and 30 miles, also vets 10 and 30 miles. Fitting tri-bars is the secret, he says. He is threatening to get a new frame next year, shall we see this determined 'youngish' vet pushing the younger members for the honours next year? Don't forget he has done 52.49!

Richard Griffin's attempt at the 24 hour record was a big disappointment for him when he encountered the worst continuous, very windy conditions that can be remembered for the North Road 24 since 1945. The weather was fine, but 'that wind' - it was blowing before the 10.00 a.m. start, dropped a bit during the night but increased from 6.00 o'clock on Sunday morning to be worse than on Saturday. Richard covered 384.9 miles for ninth place.

It is good to see some new names appearing in the team record lists. Bob Rowland-Jones getting fit again after his illness and partnering Tony G on the tandem to make the first improvement of the '10' to 21.24; Arron Burrows & Phil Hurst, the '25'; Paul Jones, the '10' and '25'; Mike Labram, vets '50'; Mike Crossett, '50'. Steve Jackett put in a brief appearance to assist in reducing the '25' and '50' teams, whilst Dave Boorsma and Dave Courtier are still getting in on the act, Dave in the vets '25' and vets '100', Bob the '100' and vets '25'.

Chas Ayson's chart shows seventy seven members rode at least one Club '10' or '25', we do not have access as to how many rode in open and association events but best wishes to all the unnamed members who have achieved personal bests and put the Club's name on result sheets.

We must also thank the helpers, timekeepers, marshals, etc., who have made this the most successful season ever for the Crawley Wheelers. Let's build on it for the future.

**Dave Stokes**



## ***A WEEKEND WITH ALLAN PEIPER***

**7/8TH JANUARY 1995**

**SPONSORED BY  
EAST SUSSEX CA./CRAWLEY WHEELERS/SUSSEX NOMADS**

Following my handout to all Clubs, I can now confirm that **Allan Peiper** will be appearing at **St. Wilfreds Parish Hall, Station Road, Burgess Hill** on **Saturday, 7th January at 8.00 p.m.**

Allan will discuss all facets of the continental scene, together with training, amusing details of his career with, I am sure, some acute observations of his many contemporaries.

There will be an interval with buffet facilities, after which Allan will answer any questions you may wish to raise.

The raffle will then take place and complimentary coffee and tea will be available prior to the end of the evening.

**Tickets are priced at £5.50, obtainable through your Club or direct from myself,  
Geoff Boore, 24 Faulkners Way, Burgess Hill, West Sussex. RH15 8SB.  
Please make cheques payable to SUSSEX NOMADS C.C.**

## *THE REAL SIDE OF CYCLING - MAJORCA TO HORSHAM*

This year we took the bikes on a cheap flight to Majorca. We arrived at the airport at 3.00 a.m. - assembled the bikes in the bar area, packed the panniers, tent, sleeping bags and bar bags, dumped the suitcases that carried all the gear, then just waited for daylight. By 7.00 a.m. we were on the move - very slowly at first until we got used to the weight - if you can imagine Geoff Boore sitting on your carrier you'll have a rough idea how unsteady it felt to start with. The bars were still 'heaving' from the night before, the streets were full of rubbish and broken glass and the sand was covered with 'beached whales' (mostly German) - so after a lovely English breakfast we made a dash for the boat. It was an eight hour crossing to Barcelona where our ride home really started. We didn't know what we were letting ourselves into, but were keen to get started.

From Barcelona our journey took us via Badalona, Olot, Ripoll, Col de Toses, Puigcerda, Col du Puymorens, Tarascon, Ousat, Levaun, Villafranc to Cahors. That was six days of fabulous countryside and glorious heat. The Pyrenees were by far the best part of our trip, the scenery was quite breathtaking, when you looked behind it was hard to believe how much ground you'd covered. Some days it took all day to cover sixty odd miles because the climbs were endless and the heat absolutely drained us - we had to stop at the springs running down the rocks to dip our heads in the water and refill the bottles - they were a lifesaver. The roads were very well engineered, so they weren't ultra steep, but we needed to use 38 x 24 mostly because the weight cut our speed in half. Mike won the King of the Mountains jersey - I let him win as long as he kept buying me that delicious strong black coffee.

We had our route highlighted on the various maps and kept mostly to it. We stayed off the busy roads, preferring the quiet, peaceful and unspoilt side roads. We passed through numerous little villages that seemed deserted - all the houses were shuttered up. We expected to see a lot of vineyards, but the biggest crop by far was sunflowers or sweetcorn. We camped seven days in all, most villages (not all, as we found out) have good sites and good amenities - they are incredibly cheap and in Spain usually have a good restaurant in the main block.

We were lucky with the weather for our first six days, it was extremely hot and we had a chuff wind, so we were pleased. I think by the time we reached the top of the Col de Puymorens we'd climbed at least ninety miles through the Pyrenees - the longest climb was made from Ripoll, called the Col de Toses, it dragged on and on for twenty six miles but the views made it all worthwhile. The Puymorens was only a sixteen mile switchback climb which we enjoyed very much. After that it was a lovely freewheel for thirty five miles. The terrain after the Pyrenees was like riding the waves - absolutely mind blowing - one hill after another, they weren't all steep, it's just that you climbed one hill, zoomed down the other side only to grovel up another lump. We had two days between Ousat and Villafranc in that countryside, where you had to keep reminding yourself that you were really enjoying it - there comes a stage when you stop looking up at the road ahead - it can get a bit demoralising - instead you concentrate on the litter free grass verges hoping to find a dropped wallet.

The best unspoiled valley we cycled down was the Lot - a huge rock cliff on one side and the quiet calm Lot river slowly running along the other side. We thought it would be crowded with tourists, but it was the complete opposite. We also joined the Dordogne which wasn't so pretty, the river was so far down we only caught a few glimpses of it. The villages were very picturesque, but once again most were shuttered up. We didn't do the Loire as planned. That will have to wait 'til next time.

Our seventh day was a rest day, we camped at Cahors, shopped in the morning and sat by the river soaking up the sun all afternoon - we had earned that rest day. The French sure like their food - every night they munch their way through four or five courses plus wine and bread. We were in France so we decided we'd be French and treated ourselves to huge feasts most nights - they were gorgeous and the wine didn't touch the sides after a hard day on the saddle. We didn't have much breakfast, but just stopped at the cake shops when hunger called. Lunchtime was just a case of 'raiding' the nearest supermarket. It worked out well for us, we didn't lose much weight but we sure lost a lot of money.

Our second week took us from Cahors, Dordogne, St. Cyprien, Nontron, Gencay, Poitiers, Tours and Chartres to Dieppe. Nobody can tell me that touring goes smooth and pain free all the way. The second week was not kind to us - it rained, then it rained and rained again and we had an awful headwind thrown in as well.

Three days in the rain in France was mega miserable. We packed up camping and relied on small hotels. We continued on side roads but didn't pay much attention to the countryside because we were getting a bit down hearted with so much rain. We got absolutely frozen one day - two tights, two hats, three jerseys, two macs and still you freeze through, so that putting on the brakes hurts so much you could cry. All conversation ceases, every mile is a mile too far, every hill is welcome to generate some heat, every descent a nightmare and no amount of coffee can warm you up. Sometimes you just wished the rain was warm and your mac waterproof so you couldn't feel that cold stream of water running between your shoulder blades. The third day dawned and again it was wet, but on went the wet shoes, wet hat, etc. and off we went - really looking forward to the eighty miles that lay ahead. I honestly wished I was on a twelve hour that day because at least I could have packed and gone home. If an English lorry driver had offered us a lift to dieppe I wouldn't have needed any persuasion. That day we got to Poitiers, feeling pretty cheesed off and waterlogged. We got the maps out and decided to get off the side roads and onto the main ones just to make time.

Poitiers to Dieppe was two hundred and ninety eight miles on the main N10. Luckily it was a weekend so the traffic was very light. Never in my life has a main road been so welcome. We would have whizzed along if the wind had been kind, but instead it was a cross or head wind that just took everything out of us. The next day we were at Chartres by early evening, during those eighty four miles we met our first mad cyclist since Majora, he was only touring locally - "Gee, you guys are sure bombing along" was about all he had to say, then Mike got his motor and it was bye-bye Mr. American. The main roads in France are unbelievably straight, they never seem to end, I couldn't look. Sometimes I just had to put my head down and dream away. We woke on the last day to more wind, but at least we'd left the rain behind. After a big self service breakfast, we loaded up the bikes and set off once again along another main road. Much to our amazement the wind was behind us, then another shock - it started to rain! So our last day on the road from Chartres to Dieppe was another drencher, one hundred and twenty seven miles later we arrived at a hotel, frozen, blown up and hungry, but extremely glad to be there. After our last feast, a few hours sleep and a four hour ferry trip, we were back on English soil, after all those miles in the saddle we were glad to get home.

At the time we said "never again", but that's when it was raining. Looking back on it we can honestly say it was a terrific achievement. The first week with the camping, climbing and wonderful countryside was by far the best, I'm sure that we will be planning another saddle sore trip very soon. So in all we covered nine hundred and sixty two miles from Barcelona to Horsham in twelve days plus two travelling days and one rest day, which wasn't bad at all.

**Marina & Mike Bloom**

## **BRIGHTON EXCELSIOR C.C.**

Well, another racing season over and many EXCEL members have had a good year on the racing scene. Needless to say, not every rider will get a mention but "Well Done" to all. It was our 'privilege' to be the first to use the new 25 mile course, Steyning/Ashurst circuit and the 10. It proved very useful to most riders, the winner, Chris Lord with a creditable 58.16 closely followed by Robin Lennarth, 58.18 and ANDY ATTWOOD of Bike Store fame with a 59.18. By the way, the Bike Store, Worthing contribute many prizes to local events and our Club. Please support them if you can when in the area.

Also an unusual but good result on a recent Isle of Wight event when the WHOLE field was from the promoting Club except for our Andy Payne and a rider from Portsmouth North End. Both came in the first ten (sorry no times). Good effort with the odds.

Sorry this is a bit sporadic but I'm not the BONK scribe, but having missed entry in the last two or three issues I'm putting a few notes together to MAKE SURE people come to our **ANNUAL DINNER on FEBRUARY 11TH 1995**. Note this important event.

However back to the road. Our Club hill climb took to pastures new this year, using the Steyning Bostal. To some who may know it, it's a rather unusual hill with a flat bit in the middle and then on up a bit, not the best for low fixed and holding a rhythm. Nevertheless, Robin Lennarth managed to crack it with 4m 49s, closely followed by Mike Murray in 5 mins. Incidentally, Mike had done a p.b. earlier the **same day!!** in the Epsom C.C. 25 with 58.46.

Terry, one of our newcomers took part and managed to complete it. I'm not sure if he really liked it, although it did make him drink a few pints (not on his own I might say), at the Star in Steyning after the event.

Our next event is the **New Year's Day 10 mile** at Steyning. Come along and enjoy a grovel at 11.00 a.m. It's January 1st, 1995 for anybody who can't work it out. See you in the pub afterwards.

To lighter things. Our BUS assisted trip to Oxfordshire attracted twenty seven participants, cyclists and walkers, to a pub at Chadlington aptly called the TITE INN. Must be a joke there somewhere.

The nineteen riders went off in various groups from Charlbury station where we were dropped off and met up with the walkers at the pub. Everyone seemed to enjoy the day which was excellent weatherwise. Food and beer at the pub very good - and a 'lounging' in the pub garden and much chatting followed. The weather WAS that good, thence back to the bus and home. By the way, I nearly forgot. Sorry you couldn't make it, Leon.

That's it. Happy days to all you 'BONKERS' east and west.

EXCELSIORIAN





Dear Esther,

'William Hickey' is at it again, I see. Once again he points out that the VC Etoile's time trial activities are limited. He neglects to point out that since his last attack on the Club it has promoted several other open events, such as road races with above average prize lists, and both National and South of England cyclo-cross championships. But then he was probably ignorant of these events despite their success. He also ignores the fact that one Etoile member runs the Sussex Cyclo-Cross League, another is secretary of the Sussex Track League, while at the time of writing, two Club members serve on the Sussex BCF Committee (a third had to resign due to work pressure). As for no Etoile members offering any support to ESCA, I have pages of press cuttings I have written publicising ESCA events to disprove that. His implied suggestion that Etoile and its members do nothing for cycling is simply a travesty of the facts.

Even William must be aware that no Sussex Club, including his own, promotes every type of event. Or does he expect them all to promote open road races, time trials, track meetings, cyclo-crosses, closed circuit races and mountain bike races, just because one or two of their members may occasionally ride in these disciplines? If so, then surely it is up to his own Club to lead the way. The attack on the Sussex BCF might have carried more weight had it been written by someone who at least was a regular attender at Sussex racing events in general. So far this year I have attended dozens of local events including road races, circuit races at Goodwood, track meetings at Preston Park, open time trials, SCA time trials, ESCA time trials, mountain bike meetings, and cyclo-cross meetings. I have also been to quite a few events outside the Sussex area. Many local riders and officials can vouch for this fact. Yet I have only spotted William on about four occasions, and then only at time trials. Yet he criticises officials for being 'out of touch'!

He writes 'I understand there are incidents' in referring to racing at Preston Park, not that he has had any personal experience of such incidents, but then I don't think he has been at the track all season.

William attacks the way Sussex riders allegedly behave in BCF events (ignoring the rules, poor bike handlers, poor bike maintenance, etc). Yet if this were so their behaviour would equally apply to their conduct in ESCA events as many of the riders he castigates compete regularly in ESCA events, while some BCF officials are also respected ESCA officials and promoters!

Nobody in the BCF minds informed criticism. Heaven knows, I criticise some aspects of BCF policy myself, and I am a BCF official. But when such criticism comes from someone who has hardly ever been seen at BCF events, or any other events apart from time trials, and who has only been to one BCF meeting as far back as I can remember, then such comments must be seen as pure bias.

I would just add that I enjoyed the rest of Bonk and I love Judy Budgen's bread pudding which is yet another of William Hickey's dislikes! What have we done to deserve all this.

*Brian Hutton  
V.C. Etoile*

## *C.T.C. EAST SUSSEX D.A. MID WEEK SECTION*

Amazing what a little sunshine can do, even in the middle of November! A glimpse of it the other Wednesday doubled the numbers out with the MID-WEEK SECTION. Yes, at the Lagoon in Hailsham there were just short of thirty cyclists choosing to ride in three different groups. Firstly, Dennis Jakeman, leader on the day, took the main body through Hellingly, Gun Hill and Ripe to The Cricketers at Berwick. Secondly a group of 'alternatives' - Grace Richardson, Jean Steel, Ernie Spray, Jim Stockham and Peter Bratt took the direct route through Arlington to Berwick. Finally the puncture prone brigade, led by Len Steel, were supposedly following the leaders tracks. I've often wondered how people do this, and there must have been a slip up somewhere as this group quite cleverly arrived at The Cricketers before the main body! Numbers were swelled even further with the arrival of Yub Moore, George Spratt and a misty-eyed Esther Carpenter.

You may be wondering why Esther was misty-eyed, well she has been in quite a spin since a postcard from the Lake District was received by the D.A. President addressed to Dearest Esther and the troops - I think the unashamed sender has been affected by his long life at sea! On the day Esther raced to Middle Farm, Firle, intending to join the Wednesday ride not realising the elevenses venue was actually The Lagoon at Hailsham! She cycled around the lanes and was happily picked up by Len Steel's group and escorted to The Cricketers.

Here the thirty bikes in the garden proved a great attraction to the other customers bringing back many cycling memories. By the way, have you seen some of the machines out lately particularly those looking as if they've been put together by a meccano set? These Moultons are much prized by their owners, not surprising when the bike almost at the top of the range costs over two and a half thousand pounds! However, I do wonder about the effectiveness of the plastic windshield which Frank Drader has fitted to his machine. And what about the Brompton Folder? A trend started by Len Steel and spreading like wildfire - does he benefit? I asked about the weight and was told to lift it up, I was embarrassed as I couldn't get it off the ground as it seemingly came apart in my hand. "Don't worry" I was assured, "There's no danger of that happening with my wife in the saddle!" Tricycles abound too and it is good to see the late Harold Bateman's machine still being used though the new owner, John Bainbridge, did have a slight problem with the steering since the machine tended to mount the pavement every time a mini-skirted youngster went by! I haven't seen recumbents out yet but my scout has been converted to admiration having seen a handicapped chap with serious walking problems receive an award for completing a course in Dieppe which I couldn't manage myself!

In addition to the Mid-Week Section Wednesday outings a glance at the Runs List & Newsletter will show a further attractive list of elevenses and lunch venues arranged for every Saturday. Numbers out vary from one at Mill House, three at Castle Cottage and a great crowd in Horam when Pat and John Christmas opened their home for elevenses recently. If you enjoy a relaxed cycle ride in good company you can be sure of a warm welcome on the Mid-Week Section Saturday rides.

Finally, if you would like to start 1995 on a happy note be sure to join us for the Mid-Week Section Festive Lunch at the Kings Head, East Hoathly on Wednesday, January 4th. This will be preceded by a short cycle ride from Hailsham and bookings are now being received by either Esther Carpenter or Dennis Jakeman.



**Baggy Shorts**



## SOUTHBOROUGH WHEELERS

The racing season faded without a fiery climax - at least for the seniors. The road racers, mostly fledgling riders, failed to collect any high honours. Pete Crofts never really got going and failed to enter the longer distances in defence of his National Vets BAR title. He did, however, produce a 1.7.14 in the Leo 30 and a 53.47 in the Essex Roads 25. Bill MacNay had wrapped up the Club BAR and Les Hayman the Vets BAR earlier in the season. Peter Fox dominated the 25s throughout the year and Gill Tree had no opposition for the Ladies title. Her 4.55.04 '100', 2.11.48 '50', 1.4.04 '25' and 23.50 '10' were outstanding. She will get a good position in the Ladies National BAR and her performances in East Sussex will net her the Ladies BAR in ESCA. The juniors provided a bit more excitement. Peter Watson's late season 1.00.31 on the G435 enabled him to steal the Club Junior BAR from brother David. David had already won the KCA Junior title.

The highlight of the season was the 'Spearth Challenge' - originally Maurice Spear versus Graham Seath in the Club 10 on 3rd September. These two invited four other ex-racers to compete in this prestigious part of a normal 10. Such was the interest aroused that thirty two other riders entered the main event (though only twenty eight finished). Peter Fox's 21.13 may have been the fastest time overall but it was the slowest six - the Spearth challengers, who dominated the interest.

Graham won the 'best turned out rider' award as well as the event with 29.54. This beat Terry Collins by five seconds and John Maundrell by fifteen. Paul Budd surprised everyone with 30.47 despite his huge size nowadays (about eight stone overweight!) and Maurice propped them up with his 32.55. We mustn't forget Ron Hayward who recorded 52.47! though this did include a long stationary period awaiting assistance to replace his chain (Ron can ride his trike O.K. but has great difficulty getting on and off it).

The biathlon event against the Tunbridge Wells Runners produced a really close result. With teams of six counting Southborough (led by Malcolm Martin, an ex runner) won by just 22 seconds from the Runners (led by Andy Howey, an ex Wheeler). The course was a 2.5 mile run followed by a 9.5 hilly ride. Lee Oliver went off course and ran about 5.5 miles to the changeover putting him twenty minutes behind. Undismayed he produced a 27 minute ride - 5th fastest in a field of 31.

The off course problem has excited interest in the present winter season reliability rides. In the KCA event (277 entries!) the seventeen Club entries included visiting Frenchman Eric Lejeune who is over for a month. He drove to the Claygate start and finish point but rode with neither map or route sheet. Stranded between two groups on the return leg he missed a turning and went to Biddenden. Recognising the name Goudhurst he proceeded there and had, briefly, regained the course only four miles from the finish. He asked the way to Claygate but nobody recognised it. Having heard of Maidstone he went there (passing within one and a half miles of Claygate). He found a signpost to Tonbridge where he is living so rode there then retraced his morning's journey to find the car. Thirty five miles from Goudhurst instead of four. He covered ninety eight miles in all that day but still turned up smiling the following week.

In the ESCA Reliability Trial the Club sported thirteen riders. One, Robert Barton, had the misfortune to burn out the clutch on his car close to East Hoathly. He still rode the event but got lost en route. He was so late back the others had gone so he had to cycle back home to Tonbridge then arrange a towing car to go out and collect his own. A busy day for a newcomer attempting his first reliability ride.

The above paragraph shows how late my BONK entry is. I hope it doesn't incur too much editorial wrath. And I failed to mention the ten riders in hill climbs this year - or the first racing outing for Warwick Dunford in many a long day ....



## LEWES WANDERERS



How are the mighty fallen.....There was Carl Matthews, fresh from putting thousands of trouble-free Australasian miles under his money-belt, and survivor of torrid experiences in the mysterious Orient, now totally humiliated right in the shopping centre of Hastings. His quick-release came undone, his front wheel skewed into the mudguard, and off he came. One shopper is reported to have said "It's time these young lads took a proficiency test." Carl has since redeemed himself by winning our first mountain-bike hill-climb - an event in which Bob Comben swears he heard St. Peter welcoming him through the Pearly Gates. Which brings me smoothly on to the Battle of the Peters for the 1994 Senior BAR. Pete Baker won it, along with our Vets. BAR, but if Peter Price had managed to go only eight seconds faster in a Sussex 25, both trophies would have gone to him, instead. Pete B. has also modernised a couple of our place-to-place records, which disproves the notion that riding a "24" destroys the remainder of a rider's season. Stephen Comben and John Limpus have been our junior record-breakers (Stephen's 17th place in the National Junior 10 was his high spot) and Heather Wimble has got down to a "four" at 25 miles and 2-14 for a 50. Ron Rogers, meanwhile, has dismissed the temptation to put on his carpet slippers and reminisce at the fireside: he's made a virtual clean-sweep of our vets' standard records. On the Preston Park track, Andrew Comben won the juvenile league, Stephen finished second in one of the two senior leagues, and our nippers (led by Keith Newsam) have been dominant once again. Keith, who is 11, was the youngest rider at a coaching week in Norfolk in the summer and complained that the girls there were all over him. He should be so lucky.

That's enough about the fast men (and women). Richard Meed organised a tourist trial on a very wet and windy day - one of three non-racing events which will count towards the award of our new Reg Porter Trophy. We were pleased to see Maureen there, as a calming influence on contestants like Graham Seymour, who returned to base accusing the organisers of deliberately making the clues unintelligible for office and shop refurbishers. Michael Rabbetts turned up with a map he'd bought at a jumble sale, marked "property of I.Heather." As this was Iris Stevens' maiden name, it's no wonder that most of the roads on the map don't exist any more. The winners, appropriately, were a couple of super-randonneurs - Tony Longhurst and Andy Seviour, who admitted that they guessed at some of the answers. Ian Landless did well, but that was no excuse for his extraordinary behaviour on arrival (late) at the teaplace. He went from table to table, removing any cups which had been finished with and filling them with whatever tea was left in the pots. "Saves me paying", he said, as cool as you like. The reason is, of course, that he's saving up for the long winter sojourn which he, Julie and Ron and Gill Rogers are planning to take in a Mediterranean Home for Retired Sungods. This means that Ian will be safely miles away when riders in our reliability trial on **January 29th** realise the true nature of the course he has devised and seek revenge. He has, however, arranged for beautiful women (and maybe handsome men) to be on hand to serve hot drinks, cakes and other goodies at Chailey Village Hall - the new start and finish point. The 65-mile start is at 8.30, the 33½ mile start is 9.15.

A couple of food tips: (1) For a mere £13.50 Heather Wimble (0323 847065) will provide you with some first class nosh and a good laugh at the Lewes Wanderers annual dinner at the Highlands Inn, Uckfield, on **February 18**. LIVE music and the ESCA (East Sussex Cake Association) 1995 Championship. (2) Should you at any time be wondering how to roast marshmallows over an open fire, follow Richard Meed's example and spear them with stainless steel spokes. Yummy!

*Rotrax*

*SALLY THORPE of Lewes Wanderers is still recovering from injuries received when she and John Gallsworthy were deliberately run down by the driver of a white Audi on September 18th. It happened on the A22 near Nutley. The driver hasn't been found, so would anyone who sees such a car, with a "Y" registration, contact any member of the Wanderers? Thank you.*

## WILLIAM HICKEY

What did we all do in September? Another total waste of a racing month; the weather seems hell bent on making our weekends as miserable as possible. This is the month when most of us should be putting the finishing touches to our Club or association BAR prospects. I think we've had just two good Sundays in the entire year when I haven't encountered excessive wind, rains or storms. So I'm looking forward to riding another off course Reliability event in November.

This year I propose to try a dummy run with a pot of paint and a brush, a bit like a course measurer, only because I generally ride with a group who has one or two knowalls who exude confidence that they know the route and we all get lost. I haven't yet been able to secure one of Sir Charles' coveted awards so there is absolutely no point in entering the quiz. As for the trophy awarded to the Club fields and finishes the most riders, I suppose really it's like an important vote in the House of Commons, riders who are unwell or on vacation, taking the wife and dog out, are summarily summoned by their Club to make up the numbers. This year will be no exception. Crawley, heavily backed by their overseas riders will descend in their droves. Worthing will send a convoy of trucks under the guidance of the Lock family (Andrew will, I suspect, leave his tea urn at Wiston and resurrect same at the start of the 1995 '10s'. Worthing I fear will stop at nothing to regain their trophy. It won't surprise me if young Jan Scotchford decides on an alternative route so that half her group will get totally lost and become further casualties in this year's production. Not me. Myself and W.H. junior will attack from the start. get a comfortable lead, follow Charlie's instructions to the letter and be in plenty of time to secure our certificates. What a hope! I've as much chance of doing this as I have of doing a 55 on an East Sussex course.

The riders seeking an alternative course out of the County beware of P616 on the Andover by-pass. I suggest that anyone talking about this course should do so in whispers. Even now it haunts me, out training, in other events, and every time I see a Lewes shirt it sends shivers down my spine. Graham Seymour in action was totally unprintable; Heather Womble's face was white when she finished. This course is not for the faint-hearted. Aerial photographs are a prerequisite before entry is contemplated. It is a Spoco event on a Spoco event; if by chance you enter in error, DNS or puncture on the line. Don't hesitate. I've seen grown men cry at the finish, or was it exhaustion! Remember P616. You have been warned.

I mentioned some time ago how nice it is to see more lady members ride in events, especially when you see the equipment they ride on, or in! So I feel it only duty bound to perhaps add a little flavour to this edition by listing my six favourite Sussex ladies. I have had to consider their overall contribution, say over the past twelve months. This is based primarily on looks, deportment, riding ability and that little something that we males call 'fanciability' although I have heard it described in more graphic terms. I should like to add that is entirely my own choice and does not necessarily represent the views of our readers.

- (A) **Judy Budgen.** For always looking particularly gorgeous and bestowing a number of personal favours; even her cooking is improving. I can live with that.
- (B) **Michelle Seymour.** My real favourite, and she races well when she puts her mind to it.
- (C) **Georgina Seymour.** For cooking some delightful curries and because she continually reminds me of her sister. Both should join the Sussex Nomads where their needs and tastes could be better nurtured.
- (D) **Jan Scotchford.** A nice little number, and she is a vet. I must remember to put her on my Xmas card list.
- (E) **Sandra Weller.** No field would be complete without Sandra! She's a lovely girl but don't bet with her. She either forgets or won't pay up.
- (F) **Sarah Lade.** My old two-up partner. I really miss her East Sussex road bulletins. Come back: all is forgiven.

Turning aside from our usual light-hearted banter, two isolated pieces of information relating to two quite alarming but unrelated incidents came my way within the last few weeks. The first relates to the nauseating attack on John Galsworthy and Sally Thorpe, who were cycling in the Nutley area and were the victims of a psychopath in a white Audi, who drove abreast of them and with sickening calculation, deliberately turned left into them, causing minor injuries to John and extensive injuries to Sally, including concussion, fractured arm and severe internal bruising. Whilst John has made virtually a full recovery, Sally is still suffering the after effects. We know the driver was middle aged and, probably, localise. The white Audi carries a 'Y' registration, so anybody seeing such a vehicle should endeavour to acquire as much information as possible and contact John on 0825 790464 and he, in turn, will speak to the police, who are investigating.

The plain truth here is that when the miscreant is finally apprehended, he is likely to get off with a minimum fine and continue plead his innocence on the basis that John's account is a deliberate invention accompanied by a liberal of gross exaggeration. And what retribution is available for the unacceptable injuries to Sally? Virtually nothing! My advice here is to instruct solicitors to act now and carefully document the facts, injuries and after effects, so that the maximum damages can be obtained as soon as the man has been located.

The second piece of alarming literature was passed to me, having I understand, been distributed to Clubs in the area by a group titled CD/ROTC - The Campaign for Democracy in the Road Time Trials Council. This piece of literature, which is quite bulky, sets out the case for an investigation into the financial accounting of the ROTC but devotes its entire message to a clubman who was found guilty of drug taking after a 24 hour event. His crime, it appears, was to consume a regular supply of tea and coffee thus creating an unacceptable supply of caffeine. He was then hauled before the disciplinary hearing where a plea of guilty was accepted ('imposed', I think, because the victim didn't feel that there was case to answer. Ed.), on his behalf since clearly he was seen drinking tea. Whilst the ROTC have not penalised him for this 'crime' I am not worried, not only about the quite unacceptable action of indicting him, but why was he ever pursued in the first place? The current secretary of the ROTC has made the statement (and I quote) "we could not have been more lenient but we could not sweep it under the carpet either". It therefore follows that any one of us in the future, caught in similar circumstances, will get no protection from London South since they are directly responsible for enforcing National Committee's rules. So beware, that odd cup of tea or coffee before an event could cost you dearly. remember that the ROTC countenance 24 and 12 hour and 100 mile events, events where it is a time honoured custom to hand up tea and coffee to competitors. Be aware, this practice could be endangered.

Whilst I consider it important to be subservient to a ruling body (someone has to make the rules and administer same), that body has absolutely no licence to enforce or interpret a ruling so impracticable and to maintain its existence in the rule book. The entire drug scenario is subject to too many pitfalls to render its administration wholly inadequate. In any event, the entire conception of taking stimulants is a veritable minefield. I daresay the majority of competitors could at some stage or another be found guilty because we took something in our medicine which is on the banned list. I have made mention of these matters before and feel justified in criticising the entire criteria at every possible opportunity.

W.H.



## EAST SUSSEX CYCLING ASSOCIATION - 1994 RELIABILITY TRIAL

There were only 108 entries for this year's Reliability Trial and most of the Gatwick Team did not make it to the start, but 90 riders did get all the way round. 58 of these completed the course in the correct time, 29 were too fast or too slow and 3 did not present cards at all the Checkpoints.

Crawley Wheelers retained the Rally Shield for the third year running with 23 successful riders, followed by Worthing Excelsior with 10, Southborough Wheelers with 9, East Grinstead, Regent, Eastbourne Rovers and Lewes Wanderers each with 3 and CTC East Sussex, CTC West Sussex, Gatwick Airport and Sussex Nomads each with 1 successful rider.

The 58 successful qualifiers will each receive a Certificate, which will be presented at the E.S.C.A. Lunch & Prize Presentation at Framfield on Sunday 8th January 1995 and hopefully some of the successful Crawley Wheelers team will be there to receive the Rally Shield.

### **Organiser's Notes**

I usually ride round the course the course on the Sunday before the event to see if the roads are still OK. This year when I rode round it was mild, there was a SW wind and drizzle and I was soaked by the finish. On the day of the event it was still mild and there was still a SW wind, but it was dry!

The first rider (from Crawley Wheelers) was arriving around 0730 when I drove through East Hoathly on my way to collect Roy from Framfield. By the time we got back to East Hoathly, two more members of the team - Ken Griffiths and Dennis Funnell were in place looking after the parking. There were just a few complaints about the lack of snow and then the first group was away at 0830.

Ken and Dennis left for Checkpoint 1, where they were joined by Mick Rabbetts, and Mike Hayler took over as car park marshal. More groups were despatched by Chief Timekeeper Roy Humphrey and there was less room at the start this year due to the disappearance of the double yellow lines opposite the pub.

The final group went off at 0920 and Roy and I were on our way round the course. We saw one group who had taken the wrong turning even before Cross-in-Hand. Breathless riders were arriving at Checkpoint 1 when we arrived there having triumphed over Argos Hill. What a cruel place for a Checkpoint, I thought, just at the foot of another hill, but Nic Boore overcame this problem by retreating down the road and then roaring up the hill at high speed.

The second Checkpoint at Keysford Lane (not Kingsford) was manned by Esther Carpenter and a newcomer to the team, Mike Hayler of 24 hour fame, who had thrown himself into the task with his usual enthusiasm, providing not only a large sign indicating Checkpoint 2 but also a special chair with the sign "Geoff, waiting for you". Unfortunately when Geoff Boore eventually arrived at this Checkpoint, having been assisted up the hills by a certain lady from Hastings, he did not have time to use the chair!

Checkpoint 3 at Sharp's Corner was manned by Ken and Dennis, assisted by Deryk Greenway, another member of the regular team, and another newcomer. Ray Douglass, who had ridden up from Worthing but didn't think he was fit enough to get round the course. Roy and I were only able to make a brief stop at this Checkpoint before speeding on to pass the leading riders before they got to the finish at the King's Head, East Hoathly.

A broken wooden signpost post at the second turning after the letterbox at Hale Green evidently caught out quite a few riders, who did some extra miles back up to Lions Green and Waldron, some even approaching the finish from the opposite direction!

After the event, 27 of us sat down to lunch at the King's Head and enjoyed an excellent meal provided by landlord Alan Hughes. However, I fear it will be the last after the event as there is really not the support to make it worthwhile.

Finally my thanks to the team that make this event possible - Roy Humphrey, Ken Griffiths, Dennis Funnell, Deryk Greenway and Mick Rabbetts - joined this year by Mike Hayler and Ray Douglass and last but not least my thanks to Esther Carpenter for producing the route details, check cards and certificates and loads of publicity in BONK.

I wish you all a very Happy Christmas and will now hand you over to our Special Correspondent :-

#### *OUR SPECIAL CORRESPONDENT at the RELIABILITY TRIAL*

I woke up at about 6.30 a.m. to listen to the wind but fortunately no rain, and therefore prepared myself to rise at about 7.00 a.m. and begin psyching myself up for the C.G. Robson Annual Road Race. After a shower and a breakfast of two slices of toast and marmalade I went to the garage to put the roof rack on and bike securely strapped thereupon. After massaging Tiger Balm into the old knees and dressing myself in cycle kit I left for the brief journey to the Boship round-a-bout where I was going to start my warm-up ride for East Hoathly. However, having plenty of time in hand, I was duly late leaving and had to drive at breakneck speeds to put me back on schedule for the start at 9.20 a.m., missing out on the warm-up. I passed my clubmates on the way, they were working well in a small group of four and I thought to myself that if only I could hang on to them 'til halfway I might just qualify.

We were to be a group of about eight persons, five being Eastbourne Rovers/Phoenix Cycles, and three Worthing Excelsior. We all tried hard to persuade the timekeeper that his watch was slow but no amount of money, promises or threats brought about an early start. Once the go was given the race was on and we all eventually managed to get together to form a group after one of the Rovers decided to inspect the road surface more closely; I assume to test how damp and greasy the roads really were. The group was not informed of road conditions but we assumed it was safe to continue since the said rider went straight to the front and started his turn. I had already had enough of my heart monitor bleeping at me from the red zone and decided to turn it off. On a slight lulling of the pace caused by the leaders looking around to see how many riders they had dropped I made my way to the front to try and slow the pace even further but without success. I found myself riding next to a strong man whose front changer, it appeared, had ceased to work. He was stuck in his big ring and his rear derailleur was on a middle to small cog. Having to concentrate rather hard at the next junction we went straight on until someone from behind shouted that we had gone off course. We retraced and set off in the right direction and from this point I was aware that I was in serious trouble since a gap had opened which I was unable to close., the group riding approximately thirty yards in front of me and throwing up all sorts of muck. Other riders dropped back slightly to wait for me, which I thought was kind. However the scene was set but the group was unsure of the route and at the next junction I was able to regain the peloton.

I again tried a small stint at the front but to no avail. The competitive riders soon overtook me and set a pace which I was not comfortable with; the pace slackened again and I thought this is my chance, so I went to the front again and set a pace which I was still uncomfortable with and decided that I would continue to the foot of Argos Hill and wave goodbye forever. After descending to start the climb I heard this rush of air and my friend whose bike had only the big ring and small cogs working went by at about thirty miles an hour closely followed by two other Rovers showing their abilities as mountain goats and quickly disappearing from sight. The remaining riders in our group were soon to pass by, some quicker than others, and I thought, well now that's over I can make my own way at my pace. I was not to be let off so lightly. On reaching the crest, riders were coming from every direction and our group had waited to inform others of the correct route. I cursed something awful but nobody could hear since my breathing was exceptionally deep and words would not come out. Down the hill, riders all over the road, join the main road to be confronted by H.M. Timekeeper and group of supporters collecting tickets. I made a quick getaway and climbed the hill before most of the others but was soon overtaken again to face more torture. The pace eased again to check that the group was altogether and I took my opportunity to get to the front again on the downhill where I have an advantage. Down past the Garden Centre and that was it. Turn left and most riders came past me up the slight hill. I thought I would try and hold on; over the railway we went and I felt that I was O.K. but for some mysterious reason most of the riders went past again opening up a steady gap and I thought to myself again 'that's it, I am now on my own and can ride at my pace'. No, they would have none of it. They waited again. You would think an old man would be allowed to die in peace, and left alone, kicked out of the herd, like an old bull elephant which is how I felt going up the hills.

I realised that by going to the front to slow the pace was not working at all so decided to sit in behind my two team mates. Everything was going fine until we turned right to go across the golf course, the wind coming from the left and tugging me back, and slowly but surely I could hold the wheel no more. The fatal gap appeared with riders behind me rather slow or deliberately not passing, so I was suffering, trying to close the gap and expending all my energy. When the gap was sufficiently large the other riders passed me, by which time I was sufficiently knackered and unable even to hold on to the last rider. Now I may get some peace, but no they eased again, enough for me make contact and on the downhill my superior weight advantage showed to some benefit, but not for long as they passed again but this time I was able to stay with them. A left and sharp right and I was still there and told myself that things must be getting better. We rapidly caught the riders in the group who started ten minutes before us - more wheels to hang on to, but no, only a few riders joined our group. head down again, fighting to stay in touch. The pace slackened and the lead riders turned round to see how many were in the group; only six riders, where are the rest. We must have gone off course again. A quick retrace of half a mile to rejoin the route and some fast through and off for the ones capable and after about five minutes we are back in touch with the rest of our group who were about to catch another group. Have to be careful here, riders everywhere, if I do not pay attention I will get left in the wrong company. A quick switch and a sprint enable me to stay in touch with our group. Riders are now being passed on a regular basis and we shortly arrive at the next checkpoint, quick with the card and get going again to stay in contact. The pace does seem to have eased a little and I am now feeling a little more comfortable. Then a cry goes out - a puncture. A quick decision is made with other riders to continue, a wheel now is worth two later. However some good samaritans in our group stop and waited until the repair was made which left about six riders. Time at last to have a look at the scenery and to see where I was. Sheffield Green, Fletching, Piltown went and passed without incident and then the climb into Uckfield. This is a do or die effort to stay with the others since once dropped there would be no chance of qualifying as either the other groups were too slow or the riders who waited for the puncture victim would be too fast and there would be no chance to survive with them. It was bad enough with my present companions.

Down Uckfield High Street I try to make my way to the back but at this point no-one was willing to come through. Up into Framfield and pay homage to the Humphrey residence, towards Blackboys and the long drag is taking its toll, trying hard to keep the pace but slowly losing ground on my partner and when about a wheel down, decide I must swing off now if I am to have any chance to stay with the group. Bad mistake this as two Worthing riders are now at the front, quite quick riders and the pace increases and increases and increases, the heart rate monitor indicating that the threshold had been passed by some ten beats, and I knew the end was nigh. Just as I was dropping off the back of the much reduced group of five riders the turn to Waldron was reached and with a major effort round the corner and a quick sprint I managed to regain the peloton or was this now the final break. I knew there were two serious hills for me coming up and I managed to keep a reasonable pace on the first but the second one took its toll and up to Sharpe Corner the group was spread over two hundred metres approximately. Despair was now setting in as I arrive at the checkpoint. Three of the group had already reached the main road and turned so another desperate effort to regain the group and managed to hold on to them at Merrydown Cider works and thought to myself I am going to make this now. Turn right at the May Garland and time to look at the watch to estimate the time of arrival and it seemed that we might be early so continued at a leisurely pace on my old training ground. Taken lingeringly, the scenery and hedgerow on the route is very pleasant. Freewheeling down the hills now and slowly arriving at East Hoathly 2 hours and 45 minutes after we left. That was great. Dry, the wind not being too difficult, the hills now a forgotten memory. We all thanked the timekeeper for his efforts and Charles Robson for setting another good and interesting route. I can this because the previous weekend I went round with a companion, today I hardly saw anything other than the road twenty metres ahead or the back wheel of a friend. Thanks must also go to Steve & Clive Willis, Shaun Reid, James Dear, Richard IShipton, and Paul & Colin Toppin who assisted me to get round.

Now looking forward to next year's event.

*M.C.*



Ken takes a check card from a thoughtful Tim Chacksfield.  
Sorry there's no colour. Mick Rabbetts is wearing pure white socks.



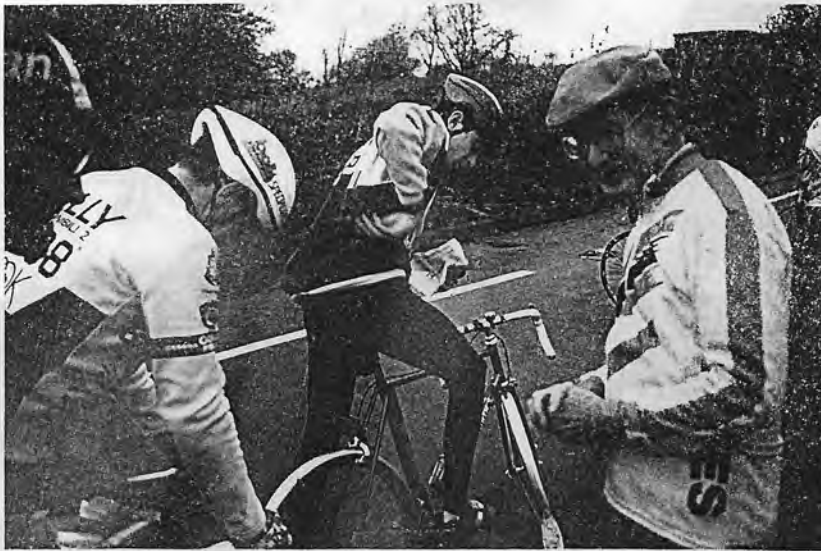
RELIABILITY TRIAL 20/11/94



GEOFF BOORE AT THE START.



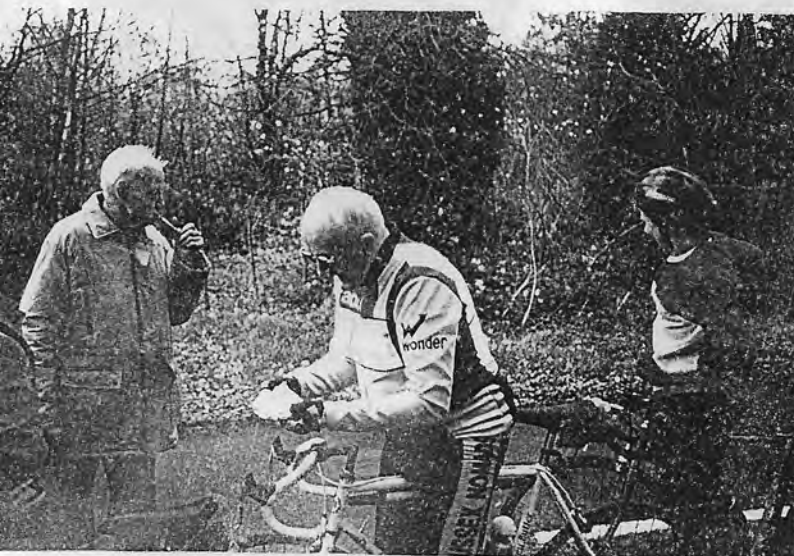
CLIVE WILLIS AT THE START



A SMILE FROM MIKE RABBETTS.  
GLAD HE'S NOT RIDING?



MIKE HAYLER  
CHECKPOINT NO. 2.



GEOFF BOORE



RITA & TONY PRESTON



HORRY HEMSLEY



ROY AND DAVE STOKES  
SMILE AT EACH OTHER



GEOFF BOORE AT THE FINISH  
WITH ANN ADDRISON (NO. 7?)



Y DOUGLASS, DERYK GREENWAY & GRIFF

# SOCIAL CALENDAR 1995

**C.T.C. Mid Week Section Luncheon**  
4th January 1995  
Kings Head, East Hoathly  
Details from Esther 0424 751581

**E.S.C.A. Luncheon & Prize Presentation**  
8th January 1995  
Framfield Village Hall  
Details from Club Secretaries

**Eastbourne Rovers Annual Dinner**  
21st January 1995

**1066 Longmarkers Annual Dinner**  
28th January 1995  
Yelton Hotel, Hastings  
£10.50  
Esther 0424 751581

**Brighton Excelsior C.C.**  
Annual Dinner, Dance & Prize Presentation  
Saturday 11th February 1995  
Fancy Dress  
Dick Jones 0273 770047

**Lewes Wanderers C.C.**  
18th February 1995  
Annual Dinner, Dance & Prize Presentation  
£13.50  
Heather Wimble 0323 847065

**and Remember**  
Southborough Wheelers New Year's Day 10  
Bethersden



## RESULT OF INDIVIDUAL POINTS COMPETITION

<u>NAME</u>	<u>HR</u>	<u>10</u>	<u>25</u>	<u>50</u>	<u>100</u>	<u>10</u>	<u>25</u>	<u>TOTAL</u>
STEVE DENNIS	20	17	20	20	18	0	19	114
Kevin Harding	19	16	19	19	19	0	12	104
Steve Blackmore	16	0	0	18	20	0	18	72
Bob Taylor	0	11	6	16	12	14	9	68
Andy Seltzer	9	0	0	9	17	15	15	65
Peter Price	0	9	10	14	13	12	6	64
Shaun Faulkner	18	0	18	7	0	0	11	54
Steven Comben	0	12	7	0	0	18	16	53
Pete Roberts	14	0	16	0	0	19	0	49
Peter Cauldwell	7	0	0	17	15	0	0	39

## RESULT OF CLUB POINTS COMPETITION

<u>NAME</u>	<u>HR</u>	<u>TTT</u>	<u>10</u>	<u>25</u>	<u>50</u>	<u>100</u>	<u>10</u>	<u>25</u>	<u>TOTAL</u>
<b>EAST GRINSTEAD</b>	<b>20</b>	<b>17</b>	<b>22</b>	<b>13</b>	<b>21</b>	<b>33</b>	<b>16</b>	<b>28</b>	<b>170</b>
Lewes	12	8	3	18	10	5	17	10	83
Central Sussex	7	5	4	7	12	10	4	0	49
Brighton Excelsior	6	0	9	7	1	0	0	0	23
Southborough	0	6	2	3	6	0	2	2	21
Hastings	0	0	2	2	0	0	6	4	14
Worthing	0	0	3	2	0	0	0	1	6
Crawley	0	0	0	0	0	0	0	5	5
Nomads	0	0	0	0	2	0	0	0	2
Eastbourne	0	0	0	0	0	0	0	1	1

**EAST SUSSEX CYCLING ASSOCIATION**  
**1994 B.A.R. RESULTS**

<b><u>SENIOR B.A.R. (25, 50 &amp; 100 Miles)</u></b>		<u>25</u>	<u>50</u>	<u>100</u>	<u>Av.mph</u>
1	<b>STEVE DENNIS</b> East Grinstead CC	57-32	1-56-07	4-20-29	24.981
2	<b>S. BLACKMORE</b> East Grinstead CC	58-50	2-02-04	4-12-11	24.622
3	<b>K. HARDING</b> Central Sussex CC	59-28	1-59-04	4-16-20	24.609
4	<b>A. SELTZER</b> East Grinstead CC	59-32	2-08-19	4-26-25	23.699
5	<b>P. CAULDWELL</b> Central Sussex CC	1-02-58	2-04-08	4-33-20	23.314
6	<b>P. PRICE</b> Lewes Wanderers CC	1-01-52	2-05-10	4-41-41	23.172
7	<b>R. TAYLOR</b> East Grinstead CC	1-01-12	2-04-34	4-47-31	23.154
8	<b>P. BAKER</b> Lewes Wanderers CC	1-02-42	2-04-49	4-56-13	22.738
9	<b>A. RAZZELL</b> Lewes Wanderers CC	1-04-56	2-16-22	4-38-41	22.210
10	<b>R. ELLIS</b> East Grinstead CC	1-05-01	2-12-02	4-52-01	22.113
11	<b>L. LIMPUS</b> Lewes Wanderers CC	1-07-24	2-14-57	5-04-16	21.402
<b>TEAM EAST GRINSTEAD CC S.DENNIS, S.BLACKMORE, A.SELTZER</b>					24.434

<b><u>VETS B.A.R. (25, 50 &amp; 100 Miles)</u></b>		<u>25</u>	<u>50</u>	<u>100</u>	<u>+ mph</u>
1	<b>ROBERT TAYLOR</b> 52 East Grinstead CC	1-01-12	2-04-34	4-47-31	3.335
2	<b>P. PRICE</b> 51 Lewes Wanderers CC	1-01-52	2-05-10	4-41-41	3.205
3	<b>R. ELLIS</b> 43 East Grinstead CC	1-05-01	2-12-02	4-52-01	0.919
4	<b>L. LIMPUS</b> 43 Lewes Wanderers CC	1-07-24	2-14-57	5-04-16	0.208

<b><u>LADIES B.A.R. (10, 25 &amp; 50 Miles)</u></b>		<u>10</u>	<u>25</u>	<u>50</u>	<u>Av.mph</u>
1	<b>GILL TREE</b> Southborough & District Wheelers	26-34	1-06-52	2-22-12	22.038
2	<b>H. WIMBLE</b> Lewes Wanderers CC	27-31	1-10-39	2-23-36	21.309
3	<b>S. WELLER</b> Lewes Wanderers CC	29-44	1-14-04	2-37-07	19.842

<b><u>JUNIOR B.A.R. (2 x 10; 2 x 25)</u></b>		<u>10</u>	<u>10</u>	<u>25</u>	<u>25</u>	<u>Av.mph</u>
1	<b>STEPHEN COMBEN</b> Lewes Wanderers CC	23-03	23-33	58-56	59-05	25.587
2	<b>J. LIMPUS</b> Lewes Wanderers CC	24-18	25-34	1-00-42	1-03-01	24.169
3	<b>D. WATSON</b> Southborough & District Wheelers	24-32	24-35	1-02-28	1-03-47	24.099
4	<b>P. WATSON</b> Southborough & District Wheelers	24-58	25-01	1-03-44	1-03-45	23.770

EAST SUSSEX CYCLING ASSOCIATION

Approved Time Trial Programme for 1995

- SUNDAY MARCH 5th                      **Hardriders**                      **G.896**                      **10.00am**  
Entry Fee £3.50p  
Mrs V Stringer, 24. Saxon Road, STEYNING, BN44.3FP.                      (01903) 815685
- SUNDAY APRIL 9th                      **2 Up Team Time Trial** **G.893**                      **9am**  
Entry Fee £7.00p a Team  
Mr L Hayman, 25. Chieveley Drive, TUNBRIDGE WELLS, TN2. 5HG (01892) 532073.
- SATURDAY APRIL 22nd                      **10 Miles**                      **?**                      **14.30 Hrs**  
Entry Fee £3.50p  
R, Humphrey, 4. Ebenezer Cottages, Framfield, UCKFIELD. TN22. 5NR.  
(01825) 890742.
- SUNDAY APRIL 23rd                      **25 Miles**                      **G.839.**                      **8am.**  
Entry Fee £3.50p  
**NOTE A PROMOTER REQUIRED FOR THIS EVENT.**  
ENTRIES To - R, Humphrey, 4. Ebenezer Cottages, Framfield, UCKFIELD.
- SUNDAY JUNE 18TH                      **OPEN 50 miles**                      **G.853R**                      **6am.**  
Entry Fee £3.50p  
Mr K Chandler, 47. Craginair Avenue, Patcham, BRIGHTON, BN1. 8UG.
- SUNDAY JULY 16th                      **OPEN 100 Miles**                      **G.865**                      **6am.**  
Entry Fee £5.00p  
Mr M Rabbetts, Jarvis Court, Mottins Hill, Jarvis Brook, CROWBOROUGH,  
TN6. 3RL.                      (01892) 654422.
- SATURDAY SEPTEMBER 16th **OPEN 10 Miles TANDEM.** **G.817**                      **14.00Hrs**  
**Open 10 Miles**                      **G.817**                      **14.30 Hrs**  
Entry Fee - Tandems £7.00p, Solos £3.50p  
Mr L Fanner, 30. College Road, HAYWARDS HEATH, West Sussex, RH16.1QN.
- SUNDAY SEPTEMBER 17th **OPEN 25 Miles Tandem** **G.839**                      **7.30am**  
**OPEN 25 Miles Solos** **G.839**                      **7.30am**  
Entry Fee - Tandems £7.00p. Solos £3.50p  
Mr R Blackmore, "Ladymead", Snowhill, CRAWLEY DOWN, West Sussex, RH10.3EE.  
(01342) 713272.

FULL DETAILS of all the above Events can be found in the 1995 Edition of the Road Times Council Handbook, which is published in mid-January.

Promoting Clubs for the above events on behalf of the Association are-  
BRIGHTON Excelsior CC/M J Cycles.

SOUTHBOROUGH & District Wheelers,  
EASTBOURNE ROVERS CC/Phoenix Cycles.

SUSSEX Nomads,  
LEWES Wanderers CC,  
REGENT Road Club,  
EAST Grinstead CC,

ASSOCIATION RACING SECRETARY

M M Burgess,  
7. Sandridge,  
CROWBOROUGH, East Sussex.  
TN6. 1Je.  
(01892) 661754.