

BONK!

THE OFFICIAL JOURNAL

**East Sussex
Cycling Association**

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EAST SUSSEX CYCLING ASSOCIATION



President Ernie Spray

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Closing date for next edition of BONK is 18 November 1995

EAST SUSSEX TRICYCLE GROUP

In December last year, Geoff Boxall presented me with a memorandum (or ultimatum?) that there were a number of trike riders in East Sussex but no organised trike rides. As I was the only barrow boy who regularly worked on Saturdays it was up to me to work something out. A list of names and phone numbers was attached. Quite obviously Geoff had done his research. If he had made this request one year previously I would have had to decline. Then Railtrack Signallers worked a 39 hour week with a staggered rest day giving three weekends off during a 48 week period. The rosters were about to change with a long weekend off every 4 weeks, lasting from lunch time Thursday to lunch time Wednesday the next week. I got busy and started phoning around.

Our inaugural run took place on 21st January and the weather was appalling. High winds and rain. Not surprisingly attendance was low. The outing was curtailed after this but a start was made. January also saw the birth of an independent publication, the East Sussex Three wheeler. It started as a monthly newsletter and had six recipients. That figure has now doubled and the amount of copy has more than trebled. After seven issues it will become bi-monthly in line with CTC and the UA Runs List & Newsletter.

February 18th brought Spring-like weather and six trike riders out. Geoff Boxall's memo had been accurate. There was a need for regular trike rides. So far the figure of six trikes has not been bettered but I am hopeful that one month all twelve trike riders (including one tandem trike) will be out for the day.

26th March and our first "long" ride took us to Isfield for 11s and lunch at Ripe. Another six trikes. April 22nd was a damp day and numbers were down, Only three trikes in total. The idea was to link up with the MSR but none turned up. 20th May was the "official" opening of the Cuckoo Trail and the Trike Riders got involved. The entire Flix family decided to join us for the day. The reports in the local press of a cock up in proceedings are basically accurate. Jet of



Trixies meet at the Yew Tree. Congratulations to Debbie & Ray Gearing (right) on their new daughter Hazel.

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The Gladiators was supposed to walk or cycle the length of the path but was carried by van to strategic locations, whisked through the crowds and off to the next location. A corporate hospitality marquee was sited at Horam for a big self-congratulatory back-slapping knees-up. This is not a Bavarian dance. It was supposed to be for all the organisations that had helped to construct the path. Locally or nationally, the CTC had not been invited. I put this point to Mark Strong of Sustrans who made a hurried apology before mingling with the throng, We had no compunction about gate- crashing this party and I was photographed having a sit-down cuddle with Jet.

June 4th took us on a memorial ride on what I originally thought was Harold Bateman's birthday. Bonk! readers will remember his poetry. The weather was damp and the turn-out was low. July 15th and the ride from Netherfield to Boodle Street Green took us into the mountain stages for the first time. Joining us at Boodle Street was a young prospective CTC and Trike Association member of the fairer sex, a good enough reason for extending the ride to include early afternoon tea. A similar situation on 12th August when our ride took us over some of the lesser mountains of East Sussex from Halland to Vines Cross. Our young and new lady friend again joined us for lunch and we then departed for The Old Loom Mill (again) for afternoon refreshment.

The Trike Rides have attracted firm support. We have been joined on occasions by some of the two-wheeled fraternity who have requested anonymity. The trikes that have been ridden include racers, tourers, conversions (including a tandem), utility and a shopper with 20" wheels and five hub gears. Geoff Boxall has produced an A4 information leaflet giving advice on what to look for when purchasing a trike. I hope that this will be followed by other leaflets. If anyone is interested in joining one of our monthly rides then please feel free to do so. For more information please phone Dave on (Polegate) 01323-485971. This is not a section within the East Sussex D.A. so there is no committee, just a co-ordinator.

Three wheeler



DOROTHY HUMPHREY

It is with deep regret that we have to record the recent death of Dorothy Humphrey after many years of ill health and we offer our sincerest condolences to Roy, Frances, Janet and families. Dorothy had only been discharged from Uckfield hospital shortly before her death after spending almost 12 months there receiving treatment.

Although she had been unable to involve herself actively in cycling for a considerable time she always enjoyed any social occasions and would work in the background as and when it was necessary. Dorothy had a number of interesting hobbies which embraced local history and the countryside, as well as an involvement with the WI, to whom she will also be a great loss.



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SOCIAL CALENDAR 1995/96

SUNDAY, OCTOBER 29TH
R.T.T.C NATIONAL HILL CLIMB CHAMPIONSHIP
DITCHLING BEACON

SUNDAY, NOVEMBER 19TH
E.S.C.A. RELIABILITY TRIAL
DETAILS FROM CHARLIE ROBSON & ESTHER

WEDNESDAY, NOVEMBER 29TH
E.S.C.A. A.G.M.
7.30PM AT FRAMFIELD VILLAGE HALL

SUNDAY, NOVEMBER 26TH
SURREY/SUSSEX V.T.T.A.
A.G.M.

SATURDAY, JANUARY 20TH 1996
EASTBOURNE ROVERS ANNUAL DINNER,
AFTON HOTEL, EASTBOURNE

SATURDAY, 27TH JANUARY 1996
1066 LONGMARKERS ANNUAL DINNER (£10.50)
YELTON HOTEL, HASTINGS

SUNDAY, FEBRUARY 4TH 1996
SURREY/SUSSEX V.T.T.A LUNCH
BEARE GREEN - DETAILS FROM ESTHER

SATURDAY, FEBRUARY 10TH
BRIGHTON EXCELSIOR C.C.
75TH ANNIVERSARY

SATURDAY, FEBRUARY 17TH 1996
LEWES WANDERERS DINNER
HEATHER WIMBLE ☎ 01323 847065

Closing date for next edition of **BOOK** is 18 November 1995

LEWES WANDERERS CC

Look, I went to the other side of the world and stayed there for several weeks just to avoid having to write anything for this issue of Bonk. Then what happens? I get back long after the original deadline to find it's been extended; and so many Wanderers have achieved so much over the past couple of months that I'm forced to spread the good news. It's a hard life.

The high point has been the performance of our boys in the National Junior 25 Championship. Stephen Comben (54-35), first-year rider Alan Curtis (54-48) and John Limpus (56-02) beat the championship team record (by four minutes) and were on the board as team champions. Imagine their disappointment when a recalculation showed they had lost both record and championship to Coalville Wheelers - by just seven seconds. They did us (and East Sussex) proud; and so did our other two riders, Mark Winton (58-51) and John Baxendale (1-00-53). All five recorded personal bests.

Stephen was late getting down to serious training this year. There were rumours that he was finding there was more to life than cycling ("birds and booze" was how one of his close relatives coarsely described it). Anyway, he seems to have been cleansed of all that. John Limpus apparently kept on the straight and narrow all season, which probably helped him to win our Evening Tens series, ahead of Alan Curtis. Eighty riders took part in this 12-week season, the most enthusiastic of them being Keith Newsam - another example of our young potential talent. He had spent the months up to his twelfth birthday training hard - and it all paid off with an inside- evens first ride. Now we'll have a vacancy for a results runner next year. Two other 12-year-olds - Mark Burgess and Gavin Wright - who, like Keith, have ridden regularly at Preston Park - rode their first time trials in our ten-mile two-up in July (partnered by their Dads).

Senior Wanderers have also been pulling themselves about a bit. It was good to see Shane Faulkner recording his first Open victory in the Eastbourne "10", especially as Stephen Comben and John Limpus were second and third. Dave Pollard (57-56) was one of our new (and winning) team counters in the following day's "25"; Horry Hemsley rode his umpteenth "12" to win the Sussex CA vets BAR (again); and an amazingly puncture-free Chris Hill took our 100-mile championship from Pete Baker, who's been too busy demolishing yet more of our ancient place-to-place records.

No time for more, except to point out another Lewes Wanderers initiative, selflessly organised for the benefit of East Sussex cycling. Grass track racing - not seen in Sussex for 30 years - was a feature at this year's village fete at Laughton, as part of a continuing effort to soften the hearts of those who barred noisy, car-driving cyclists from the parish hall. Ian Burgess (L.W.C.C.) was the star rider, though whether he showed villagers the gentler side of bike racing seems a bit doubtful.

Rotrax

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THE CRAWLEY WHEELERS

Normally I make notes of topics to write up for the newsletter, to avoid the shock when Dave Stokes says "We are putting together the news sheets, have you got any articles in?" [He forgot the most important news sheet. Ed]

Due to this and that, I've let things slip, and panic has taken over. Since May's newsletter, as expected, it has been predominantly racing, where we have a strong outfit we are proud of. Our top riders regularly feature in the top 10 places in open events. The flying Frank Lawler won the Newbury "25", and is doing times very close to when he was at his peak. Talented Paul James is our leading light, 21.07 - "10", equal to club record, 54.01 - "25", a new club record and 1.52.32 for a "50". I do not think he has won an open event this year, so there are some class riders out there. The ever improving Paul Jones and Tim Osborne giving solid support, makes us a tough team to beat. There have been an abundance of P.B.s, 68 have been noted in club events.

Fifteen of us competed in the Club's Shoreham and back tough 42¹/₂ mile event, which counts in the All Members Competition. Tim Osborne (1.49.57) won from the unfortunate Steve Lenn (1.52.01), who punctured on the return leg, with tri-athlete Mark Davis (1.54.07) third.

The evening "10s" as ever attract near full fields, and more on a good night. Paul James has won all but one which went to Steve Lenn. Some of the less familiar names are getting into the picture, and younger, newer ones are making their presence felt, which can only be good for the club. Watch out for John Powell, Calvin Johnson, Chris Young, and Owen Tudor all who are sure to improve. Crossed over athlete Brian Jordon, 26.22 for his first "10" is impressive, a similar time by Phil Blagden has been noted.

Of the four "25s", Peter Danckwardt won two, Paul James and Tim Osborne one each. These and Dave Nash, Paul Jones, Dave Roberts, Mark Davis, Mike Crossett, Steve Lenn, Phil Hurst, all went under the hour. There were a few near misses, notably "Misses" Marina Bloom, who has been just four to seven seconds away on a number of occasions. For myself, I have had to wait until I am 60 to go under 60, once in the Southend and County (59.49), and again in the Brighton Mitre (club event) "25" (59.20). This raises the club standard to +17.17, which will motivate Frank Lawler to either get older quicker, or quicker older.

Quite a few Club Records have been improved, latest to date are:-

Vets 25	C Ayson	+16.48	4 June 1995
Vets 25	C Ayson	+17.17	4 July 1995
Vets 50	C Ayson	+32.20	11 June 1995
Vets/Trike 10	T Gould	+4.39 (23.12)	1 June 1995
Vets/Trike 25	T Gould	+10.48 (1.01.14)	6 June 1995

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EAST SUSSEX CTC

AUDAX U.K Sunday 1st October 1995

Starting from Horam The 200K & 100K Randonnees are circular tour's through East Sussex, West Kent and West Sussex, taking in some of the most beautiful spots of the Weald. The 100K follows the 200K course to Brightling then cuts across to Etchingham, meeting the 200K at Flimwell then both events follow through to Wych Cross mobile control where the 100K event follows through to Nutley and Halland & 200K continues to West Grinstead and returns via Ditchling under the South Downs. The 200K starts at 8 a.m.. (finish between 14.56 and 21.30). The 100K starts at 10 a.m.. (finish between 14.09 and 20.24). The entry fee for both distances is only ú3.00 (Non AUK CTC BCF Members extra 5OP for insurance). Looking through the calendar this is the last 200K of the season in the South and indications are that it will be very well supported. Please send your entry as soon as you like (route sheets all prepared) but not later than two weeks before, remembering to enclose two stamped addressed envelopes. Cheques payable to A. Seviour one for route sheet and the other for the return of your validated brevet card following event). Those who have ridden Worthing Excelsior's South Coast events will be pleased to hear that Dave Hudson (1994 AUK Helpers Trophy Award winner) will feed you well with refreshments at Wych Cross on both distances which are included in the entry fee. Food will be available at start & finish at cost price also. Further details from:

Andy Seviour
22 Cromer Way
Hailsham
East Sussex
BN27 3DW

☎ 01323 842157



BONK ADVERTS



Aero Sport Disc Wheel with 19mm CX Tub. COST £480. SELL £200

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Contact Chris Kitchenham if you are interested or would like further details. ☎ 01424 755208

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WILLIAM HICKEY

Picture the scene in your mind. You have discovered the ideal "10" course, the ingredients are awesome; downhill for five miles, immaculate surface, clear vision, ideal start and finish for the timekeepers, good H.Q. with the possibility that the current 25 mile record holder might unofficially try for the competition 10 record. Full documentation is prepared, including traffic counts and photos. A most respected course measurer in Sussex is appointed to carefully check the measurements to ensure both its accuracy and legitimacy; safety factors are discussed, check and satisfied. The course was then submitted by the Club's spokesman, since its acceptance will obviously attract much required revenue.

In May 1995 the D.C. sub-committee which was specifically formed to discuss new courses received the information, but for reasons of which the Club was not made aware, did not verify, check, investigate or initiate any feedback until a full blown D.C. meeting was held to listen and make a decision on its inception. Prior to that meeting, one committee member made what can only be classified as a hysterical, paranoid utterance, and I quote "the course is so dangerous that I wouldn't ride on it, time on it or have anything to do with it at any time, so don't expect me to vote"!! Was he speaking about the E.S.C.A. Hardriders? No. Was he pontificating on Q10/19 (the Tonbridge ski slope)? No. What about the Washington slope on the A24 where there was recently a tragic accident? No, again. Perhaps you've guessed; it was the A27, Lewes - Brighton road. The unfortunate thing here is that clearly the remaining D.C. members were so preoccupied with 'shooting down the course' that the Chairman took it upon himself to travel some seventy miles to highlight traffic counts - in August, when the "10s" are finished - and utilise the information as opposed to the counts implemented in May when the 10s begin. Another timekeeper/course measurer was commissioned, basically to undermine the initial course measurer, using somewhat mistaken information.

The selected committee, 50% of whom not only don't live anywhere the area but don't even know the roads we are talking about. One member points out that the Woodingdean road which merges with the A27, just before the University, is so dangerous he feels ill looking at it! It is curious that the same person has no qualms in riding on the E72, F1, etc., where there are an abundance of converging roads, far more dangerous than any designed on the A27.

I am saving the piece de resistance until the end. Another D.C. member, who contributes absolutely nothing to D.C. matters, pointed out that the traffic flow would clearly increase when the cross channel ferry disembarked its load at Newhaven and we would need precise details of its arrival!!! Without another word, the matter was put to the vote and lost 5 votes to 2, with two abstentions, so at least four committee members had no delusions, especially when the four people all use the A27. You may ask where do we go from here? The answer is that the course will be submitted again and again. It is no more dangerous than any other road in the area. Since the D.C. is quite used to reversing its decisions, we wait the next round with eager anticipation. If in doubt, ask the Crawley what happened to a course that they submitted?

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So where have all the kids gone? I have only seen a handful racing in Sussex, Hants, Wessex, Surrey and Kent. I see even fewer riding socially in the county; we really have to address this problem if our chosen recreation is to survive. Club secretaries throughout the county must really re-double their efforts, or at least use some imagination to swell the very limited ranks. There is no easy answer to this dilemma. I would suggest that the lack of entrants is not just confined to the south. Conversely it is nice to see a gradual increase of lady riders, most of whom look very fetching in their lycra and Club jerseys.

We are all painfully aware of the current shortcomings of riding on main roads. The increase in traffic both locally and nationally has put paid to the large club runs which has also had an effect on the overall racing programme. There now appears an ever growing number of Club cyclists who wont race on a course where the traffic count is excessive or where roads converge; the curious thing is that it is probably a lot safer than racing on country roads, where hidden corners and unfenced entrances are a sombre reminder of just how vulnerable we all are.

Since the last issue I again guested at the annual overseas trip of the Lewes Wanderers, this time to Minorca. I have to say, that contrary to expectations, this smaller island is not flat, it never has been and never will be. However it was quiet with no discernible crowds or motor cars, the capital was practically deserted, even at 10.30 p.m. This year I was accompanied by Mr. Adrian Jones who quite clearly has got his priorities in the right order. I received a hot cuppa when I awoke together with a chocolate biscuit, there was the occasional snicker bar if I got a little peckish, together with bottled water, coffee and if he felt particularly thoughtful, a Spanish omelette. I would totally commend Adrian's company but beware, you have to book his services well in advance.

Upon my return I had the opportunity of going into Mike's emporium in Crawley. After his usual bowing and posturing I noticed poor old Marina in the corner, working on a dilapidated mountain bike, the poor girl looked totally bemused by it all. Mike by this time had tried to buy my silence with a cuppa. By then, Marina had given up on the bike and slunk off to another area that was partially hidden by countless photos and Crawley memorabilia. Just as I was about to leave a woman entered the shop with a perfectly presentable bike (minus wheels) and enquired on behalf of her son what the bike was worth. This unfortunately baffled Mike completely, by which time marina had re-appeared tightly clutching a copy of Cycling Weekly, hoping that Mike could do a quick comparison on second-hand pricing without using the famous best guess estimate. *Wait For it!* The lady seller inferred that this was a £400 bike, so clearly any reserve would have to be in the region of £150. How wrong can you get? Mike's top price was £7.50 or a tenner if the wheels were slung in! Without a murmur, I slunk out of the shop and went on my way. There is really no substitute for seeing the master at work in the buying and selling game.

I am also reminded that the Bike Store in Broadwater, Worthing, operates a fairly presentable 'cafe' to their 'special clients'. I have it on authority that during the week, beans on toast can be secured whilst one of the partners is tinkering with your back wheel or the occasional squeak in your bottom bracket. Nothing, it appears, is too much trouble for them to do. For those who are not too fussy a Saturday stop is a must; coffee, tea, cake and biscuits are available, just use a pretext like 'I'm thinking of buying a Zap gear', it works a treat. By this time both partners are fawning and

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sometimes you catch a brief glimpse of other members of the family until now carefully hidden in an adjoining room where the last rites are performed on yet another Worthing C.C. biker who has overstayed his welcome. Speaking affectionately of course of the Worthing, I was persuaded by Ray Douglas to ride the re-vamped G914 where I was promised a really fast time. Being a large (or moderately large) Club I quietly waited for a respectable evening and beetled over to Washington to give it a try. Steward for the evening was Jan the vet. After agreeing her fee, £1 without massage, I was sent on my way. At the start, who was pushing off? Yes, Jan the vet. After engaging a special crutch hold (half the people in front, it seemed, had to adjust themselves even before they had turned a pedal), just my luck, as soon as I came upon the scene, she handed over to Mike (I'm retired now) Gibbs. After losing some two minutes at Washington roundabout, I had to return my number to who? Yes, Jan the vet, who it seemed was also acting as chauffeur for Lock the junior. I cannot think of any other young Club lady who is so versatile. I think the next time I ride a Worthing event I'll bring my old moggy over for a quick overhaul.

Brighton Mitre have lost the services of Alan Packett who recently passed away as a result of continuous poor health. Although Alan's racing days were long over, and the loss of a leg probably hampered in later years, his services to the Mitre were 100%. Alan was at one time a member of the Prestonville Nomads (now Sussex Nomads) . Through these columns we would like to offer Alan's family our most sincere condolences and to the Mitre, our respects in their sad loss.

What's new? Lots of goodies are happening on the home front. We have National Hill climb in October, the National 25 on the Uckfield by-pass in 1996 and even now there is a project being being chaired by the Brighton Council to bring together all cycling interests in order to promote, advise, council and hopefully implement an entire range of cycling concepts. This includes the proper construction of cycle paths, etc. throughout the entire length of Brighton; the steady increase of the track status similar to that being maintained at Herne Hill, and of course, the possibility of an indoor track being erected. The onus is really on the various cycling bodies to pull together as one with the single purpose of establishing Brighton as a cycling mecca. Where predominantly cycling is treated as separate constituents the new body's title C.O.G.S. is short for Cycling Opportunities Group. Clubs very closely connected with the Group's meeting and subsequent presentation and continued growth are the regent, Brighton Excelsior, Mitre, Sussex Nomads, Etoile, Worthing and Central Sussex. There are also other fringe groups who clearly want to contribute. In all, we have made an enthusiastic start and I see absolutely no reason why the group cannot make a very firm impact on the current scene.

I have also been asked to advertise, sorry, requested, to advertise the special features of the 1066 Dinner held in the underground apartments of a certain hotel in Hastings. Entertainment is provided as usual by a highly unusual group; Arthur presides and our editor dances a version of Salome and the seven veils. Don't miss it, tickets are modestly priced, and this year it is rumoured that lobster is on the menu.

W.H.

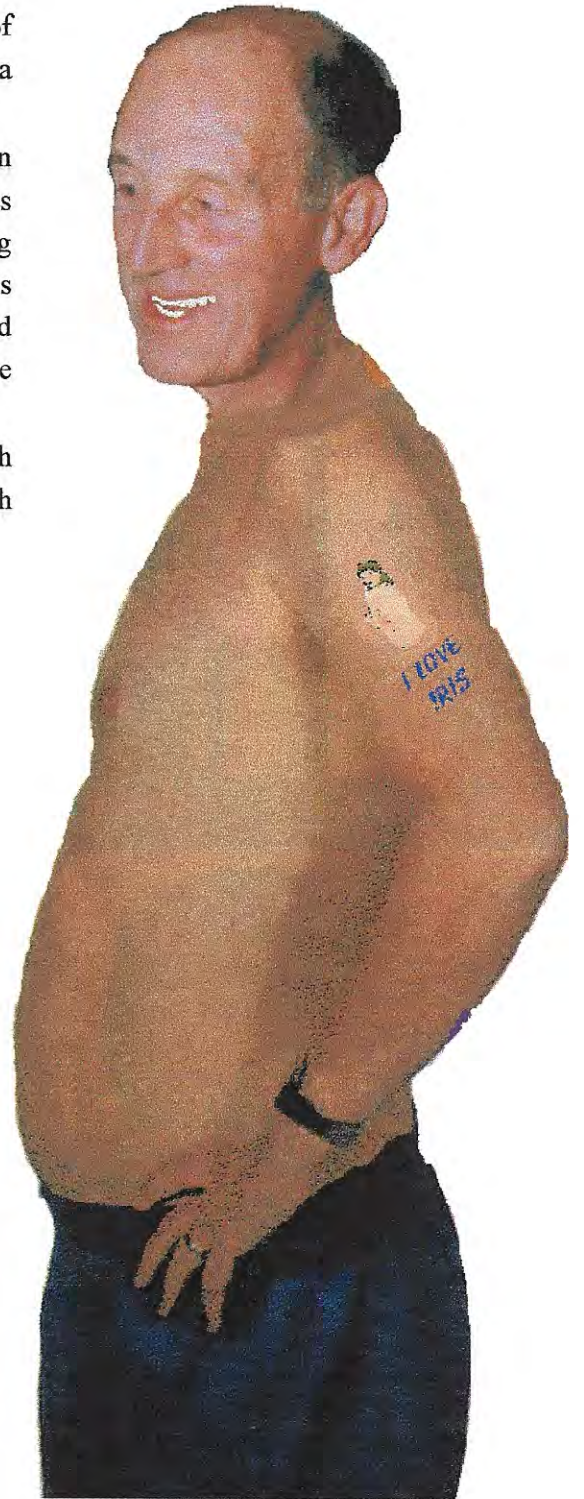
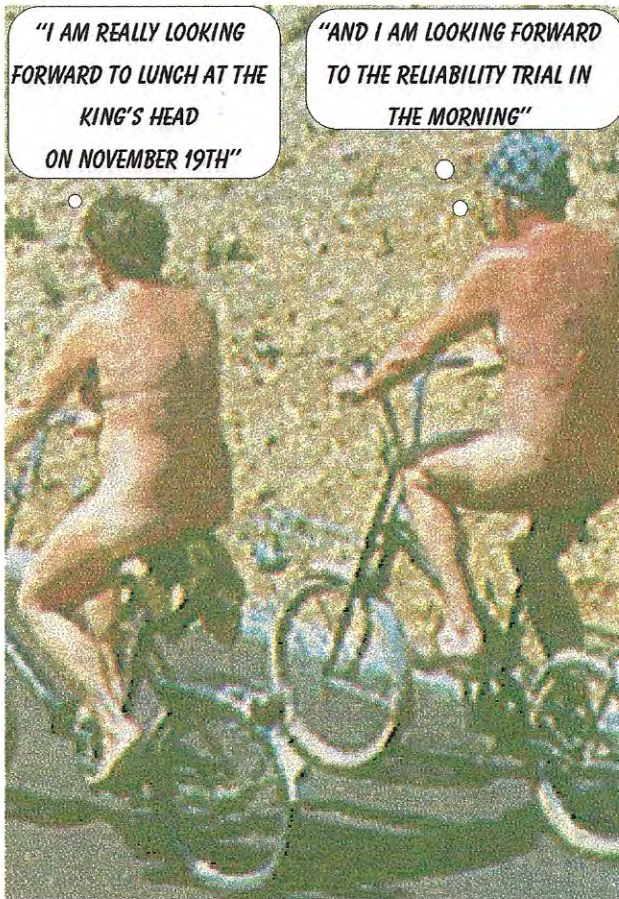
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MEET THE BOYS 2 - KEN STEVENS

Ken Stevens retired from work in July and was soon in pursuit of his ambition to become actively involved in time trialling after a lay off of several years.

The accompanying photograph was obtained earlier in the season but in the ensuing months he has worked hard to regain the fitness and strength that put him in the forefront of the County's racing men. He has realised that riding with the "Wednesday section" is a sure fire means of helping to achieve his ambition of rapid acceleration and solid power and we have been pleased to welcome him to our lunch venue on two occasions so far.

If you would like to meet this man you can track him down with the aid of the run's list which is available from Esther together with details of the mid-week section's other activities.



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We have a new second claim member. I think his name is John Woodburn. He rode the '10' (24.51) but failed to ride the '25' the next day. He was supposed to sleep at the Boore residence but Allan Peiper told him Geoff never had any food in the house as he only eats at the Little Chef. On this matter of Mr Woodburn not starting the '25', I must have words with him about it as he will NEVER be anything in the cycling world not turning up to events. The Nomads have been mixing it a bit this year. William (Davis, that is) has ridden at Herne Hill and was far from disgraced, also at Goodwood and of course Preston Park and recently did 1.00.00 for 25 miles. He really must learn how to sprint.

Tony Kennedy also gets about a lot and so far is not living up to his name of 'le Nomad volant'! (that's French?).

Our banned rider, he who tries to ride THROUGH banana splits (i.e. police cars) is back on the road and raring to go now he can enter events again. So please note, Roger Davis is legal once more. He is not the only Nomad to be treated in this way, as a very well known R.T.T.C. official suffered a similar fate some time ago and if I say for taking pace you will know who I mean.

Ken Smith goes on randonnees and suchlike and even Alan Limbrey goes touring with saddle-bag and panniers. In France of course. On a recent club run an interloper from another Club that wear's our colours had the cheek to say "who is this old sod with mudguards, exposed cables AND toe clips?".

It was nice to see Nomads riding the Lewes Crits, namely William D., Dan Bennett complete with haircut, Tony Kennedy and Nick Boore complete with tri-bars (like father like son), even Limbo was there but only spectating (and shouting encouragement)

There is obviously money in the Club as new frames and bikes are appearing, some by doubtful means thanks to a not too intelligent insurance company replacing a certain rotund Nomad's frame because it could not take his weight. He has bought a new frame, wait for it with a CURVED TOP TUBE to fit his shape. Roger has also replaced his ~name, possibly by the same means due to wrapping it round the aforementioned banana split. n finally (I think) Captain Kirk or Roger II has a Ken Bird on the way. I wonder what will happen when Roger's 'Bird' sees Geoff's 'Shrubb'? And I have heard that Andrew Hinton has a new bike on the way painted yellow and blue. I wonder if he knows which Club he is in?

Time has come round again for the DUO-NORMAND. We will be going again, so any Nomad not booked, hurry. It will be nice to be in France again meeting tout le monde de nouveau et parler le Francaise dans Le Bar Sportif avec Bobby et Martine ou a Le Pechet d'Etain avec Patrice et Michel. And of course the BELLS. Oh ding dong. Zut. Alors. Every morning a sept heures, no need for an alarm clock, but it will good to be back.

Having arrived home from the last evening '10' of the season, the machinery being used makes my eyes boggle and my pocket ache. Gone are the days of a cyclist just riding simple bicycles and having fun. I am beginning to feel like

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EAST SUSSEX D.A. MID WEEK SECTION

Readers will know that the Mid Week section sports some characters. Did you see the picture of 'Peter' in the buff in the last edition? Surely a collectors item by now, he tells me that his girlfriend has asked for an enlargement - I wonder why?

It would also be interesting to include something about our delightful secretary/treasurer Esther but as she doubles as joint editor of this journal there is the difficulty of getting the better stories accepted, though I suppose everyone knows by now about the happenings in Dieppe recently! However a tale about her interest in jazz should stand a good chance so her goes. Esther can be relied upon to be seen in all the best places like the Towner Art Gallery in Eastbourne and even in the castle grounds at Herstmonceux. You could tell the latter was an up market event as George Melly only managed the undercard! Additionally many of the people there would have been more at home at Glyndebourne with their wicker picnic hampers and champagne corks popping. One such chap in a nearby group had partaken of these delights so well he slid off his portable seat and lay prone upon the floor before the show had even begun and remained there throughout the first half, his companions seemingly oblivious to his plight. But Esther couldn't let this pass and at the interval she picked him up with one hand and with his seat in the other dropped him right in it, so to speak! All marvelled at this brave act of a good Samaritan but when asked about it Esther simply said, "Samaritan be blowed - he was blocking my view!".

Meanwhile every Wednesday around 10.30 in the morning lots of local and not so local cyclists meet for light refreshments and then go by various routes to a nearby hostelry for lunch. Similarly on Saturdays a smaller number gather at 10.30 for even more refreshment - full English breakfast not being uncommon, this followed by a gentle ride or longer circuit to a nearby favourite pub for lunch.

All of these meeting places with lunch stops are included on the (CTC) East Sussex D.A. Runs List & Newsletter out every two months. Alternatively a call to Esther Carpenter will get immediate details of what's on - one thing remains constant, the warmth of the welcome of the Mid Week section!

Baggy Shorts



Mid Week Section

For further details contact Esther Carpenter. Also Saturday rides

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SOUTHBOROUGH WHEELERS

The Club youngsters went into mourning recently when they heard that Peter Fox had got rid of his old Toyota van. Not only had this van been a regular accompaniment to Club events or social rides like the Exeter - Tunbridge Wells charity ride but it was **THE** vehicle in which to cadge a lift to all the fast courses. Peter Fox, still searching for the holy grail of Club 25 record, has recorded 54s, 55s, 56s, etc. on H, F, B, N & E courses. With a big van, there was always room for other riders to make up the team but now down to a saloon car they must play sardines or learn to drive.

The scorching weather at this back end of summer has been fine for brown skin but the wind it seems to provide each weekend has reduced record chances. The sun has brought out the wasps in force. Several members have been stung but none as seriously as the rider in the National 12 Hour who got one in his shorts.

Malcolm Martin has done some fine rides at 25 and 50 this year - getting down to a 57 on a day when Peter Fox only did a 56. Peter Crofts has produced a few star rides but not on a memorable trip to the Oxford course. The officials refused to let him start because he had no number. Pete was shocked since a rival had recently pinned the number on. Returning despondently to his car he discovered the number had been pinned to his track suit! Newcomer Paul Ross-Davies, an ex runner produced a 2.9.49 50 in Essex after only a few Club events with a best of 1.4. for a 25.

The Watson and the Nightingale boys continue to battle for honours in 10s and 25s but Gareth Robb has branched out to the longer distances. This has given much impetus to the Club B.A.R. where seven riders contest the three distance table. Gareth led by a mere 0.008 m.p.h. from Bill McNay after a 4.47.18 100 and a p.b. 25 of 1.00.25 in a 25. Third in the B.A.R. was Gill Tree after great rides in the E.S.C.A. 50 (2.18.45) the National 50 (2.11.33) and the Norland 100 (4.43.35)

The K.C.A./National 12 Hour added the fourth distance to the B.A.R. With Gill and Noddy Challen opting out and John Watson D.N.F. after putting his gears through the back wheel, it was Les Hayman who produced the best Club distance. As he had recently produced a p.b. 25 and a good 50 his 224 miles results in a very close competition for top spot. With only approximate results so far Gareth's 210 and Bill MacNay's 208 means we must wait for the result sheet to calculate final positions.

Esther's promotion was a fine effort on a good day and it was great to see so many East Sussex faces around the course. Ernie Spray seemed to be marshalling everywhere. Lewes Wanderers were welcome providers of food and drink in the afternoon. Mick Burgess, Peter Baker and Horry Hemsley were on the other side of the fence after their own efforts riding the Sussex 12 the week before. Southborough's other finisher, Peter Holland, trundled his trike to 209 miles after a first 100 better than evens. Pete has a voracious appetite for racing miles this year. He produced a superb 384 miles in the national 24 in Cheshire then rode the Westerley 100 wedged between the 24 and

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the 12 and a little bird tells me that he may tackle the North Road 24 shortly! He must have a backside made of leather.

This year's outstanding success was the tour to see the "the Tour" organised by the Watsons, sag wagon driven by Dave Nightingale, miles and competitive sprints from the Club youngsters and splendid views of the Tour on three days in the north of France. Peter Watson claims to have had a bottle thrown down by Indurain himself as he passed. It is now framed on the mantelpiece and insured for £1million. On the ride to Portsmouth Don Robb left his wallet at the lunch pub and had to go back - thus catching up with a forty mile taxi journey! There were a dozen on the trip and enduring memories will include trying to get them all fed in a tiny restaurant, sag wagon drivers who laugh in their sleep, erecting tents in confined spaces, fine roads for cycling, poor map reading and cavalcades.

For once the weather was kind to a Club barbecue, organised by Maurice Spear and very well attended by all sectors of the Club. It is rare that you can stay outside talking, eating and drinking without that chill feeling so common in this country. May the good days continue.

Roamer



E.S.C.A 50th ANNIVERSARY

The association will be promoting the National 25 Mile Championship in 1996, but are there any other events that could celebrate this milestone in the Association's existence. Any suggestions to the Editors.



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E.S.C.A. 48 MILE RELIABILITY TRIAL
SUNDAY 19TH NOVEMBER 1995

COURSE DETAILS

START at the King's Head, East Hoathly (TQ523163). Join the old A22 southbound. At T junction with East Hoathly by-pass, turn left and follow A22 to Boship roundabout (5.41mils). Take second exit, straight on through Horsebridge. Turn right on B2104. Straight ahead at mini roundabout and traffic lights. At the end of the High Street, Hailsham, turn right into George Street. Take first left past Police Station into Station Road (opp. The Victoria, est.1787) (7.68mils). On past the Railway Tavern and pond to take left turn at T junction (signposted Rickney). Just before Rickney, take left turn (signposted Herstmonceux) (10.70mils) to **1st Checkpoint** just past corner (10.72mils).

On via Horse Eye Level you will see Herstmonceux Observatory on the skyline. Past New Bridge Pumping Station to T junction. Turn left and then take right fork (signposted Stunts Green). Halt at junction with A271 (Sussex Trugs on your right) (14.74mils). Straight across (CARE) to Stunts Green. Turn right and almost immediately left into Chilsham Lane. Continue through Chilsham to T junction at Merryweather's Farm Stables. Take right fork and follow Chilsham Lane to T junction, where right towards Bodle Street. Take first left into Trumpett's Lane (opposite Pebsham Hall Farm). At end of lane, turn left and proceed past The School of Phytotherapy (Herbal Medicine) and The Stud. Follow road round to the right (signposted Woods Corner) and then take left fork to Woods Corner. Halt at main road (B2096) by the Swan Inn (20.76mils). Turn right (CARE) and immediately left (signposted Brightling). Take right fork and proceed through Brightling and past Church. Take left turn (signposted Robertsbridge) and ride down to **2nd Checkpoint** by Jack Fuller's at Oxley's Green (23.22mils).

Take left turn at crossroads (signposted Burwash) and on over bridge to T junction. Bear left and then take right fork to Burwash. Halt at T junction by the War Memorial and opposite the Bell Inn (26mils). Turn right (CARE) and almost immediately left (signposted Stonegate). On past Burwash Laundry and over the railway. Take left turn at Cottenden. (Just round the corner is Cottenden Squash Club). At Stonegate bear right (signposted Wadhurst) and proceed to T junction with B2099 at Shover's Green (30.83mils). Turn left and on through Wadhurst (loos on left just before the Greene King). Keep straight on past Wadhurst Railway Station to take first left (signposted Tidebrook) into Faircrouch Lane (33.70mils). Over the railway and up the hill to **3rd Checkpoint** on the left just before School sign (33.97mils).

On past The Mount Camphill Community Centre to T junction with B2100. Left up hill and then right by the Best Beech Inn (signposted Tidebrook). Straight on through Tidebrook and past Coggin's Mill. As you approach Mayfield, keep bearing right and up hill to join the High Street (39mils). Down High Street (loos in car park opposite the Church), take left fork into West Street by stone horse trough. At T junction turn right and immediately left to roundabout. Take first exit (A267). Turn left opposite Moyses Nursery into Meres Lane. Down past Meres Court, take left fork. Keep straight on past Mynos Farm to rejoin A267 by Faygate Boarding Kennels & Cattery. Turn left and follow A267. Take second right (CARE) opposite Horcros. Up hill past windmill to T junction. Turn left and then right by Cross in Hand Methodist Church. Down Fair Grove Road to Rosher's Cross. Bear right and at next junction left into Brittenden Lane. Straight ahead at crossroads and then follow Moat Lane right down to T junction (46.70mils). Turn right up hill. take left fork at top of hill and follow signs to finish at **4th Checkpoint** at the King's Head, East Hoathly (TQ523163) (48.02 mls) (CR-ESCART95)

THE CHECKPOINTS

Each rider will receive a Start Sheet and four numbered Check Cards, which must be carried with you during the Trial. Check Card No.1 will be given to the Checker at the 1st Checkpoint on the minor road leading from Rickney to Herstmonceux (10.72mils). Check Card No.2 will be given to the Checker at Oxley's Green (23.22mils). Check Card No.3 will be given to the Checker on the minor road between Wadhurst Station and Best Beech Hill (33.97mils).. Check Card No.4 will be given to the Checker and Timekeeper at the King's Head, East Hoathly.

CHOICE OF TIMES

Riders may choose to complete the course in 2hrs.55mins., 3hrs.20mins., 3hrs.50mins. or 4hrs.10mins. and should specify their choice on the Entry Form.

The number of groups in each time category will depend on the number of entries. Groups in each time category will go off at 5min. intervals.

The first 4hr.10mins. group will go off at 0830 and finish between 1230 and 1240. The first 3hr.50mins. group will go off at 0840 and finish between 1220 and 1230. The first 3hr.20mins. group will go off at 0905 and will finish between 1215 and 1225. The first 2hr.55mins. group will go off at 0920 and finish between 1205 and 1215.

Every effort will be made to put riders in or near to the group that they have ticked on the Entry Form but the number of entries received will have an influence.

THE COST

The Entry Fee is 50p per rider. Entry Forms are attached to this issue of BONK and additional forms will be sent to each member Club.

THE CLOSING DATE FOR ENTRIES IS WEDNESDAY 8TH NOVEMBER 1995. Entries should be sent or handed to Charles Robson, 39 Winchcombe Road, Eastbourne, East Sussex BN22 8DE.

Late entries and entries on the line will NOT be accepted.

INSURANCE

All riders must be covered by third party insurance by being currently in membership of the BCF or CTC or being covered by their Club's insurance policy. Entry forms without the type of third party insurance indicated and your current membership number if appropriate, will NOT be accepted. This measure is for the safety of the majority.

THE REWARDS

All riders on the Start Sheet completing the course in the chosen time will receive a Certificate, providing each of the 4 Checkers has received from you the correct card. The Certificates will be given out (or handed to a responsible person from your Club) at the E.S.C.A. Prize Presentation on Sunday, 7th January, 1996. However, if you would like your Certificate posted to you, please enclose a stout stamped and addressed envelope measuring 8" x 5" with your Entry Form.

The Club with the largest number of successful riders on the Start Sheet will hold the Rally Shield for one year. In the event of a tie, the Club with the largest number of successful riders in the 2hrs.55mins. and 3hrs.20mins. groups will be the winner.

PARKING

There is a public car park by the Church in the village. Parking is also available in the lane up from the King's Head, but please do not block any field gates, respect the footpath and allow room for large milk lorries to get through.

Please do NOT park immediately outside the King's Head or opposite by the houses. There will be a Parking Marshal to help you.

TOILETS

The toilets in the King`s Head will be open from 0820 for riders and officials. Before that the toilets in the Sports Pavilion just down the road should be available.

On the course there are loos on the lefthand side of the road just before the Greene King in Wadhurst at about 32.2mls.

THE LUNCH

The Lunch will be in the Hall and Restaurant of the King`s Head, East Hoathly after the event. This year, to help those of you with longer journeys, the lunch will start at 1315. A good 3 course lunch will be provided at the excellent value price of £6.50 with coffee or tea at 50p extra. There will be a good choice of seasonal foods including vegetarian dishes. A Lunch Booking Form is provided with this issue of BONK. Further forms are available on request.

With such an attractive price and menu, EARLY BOOKING IS ADVISED as the seating is limited to 75 people. You do not have to ride to book for the lunch.

Priority will be given to bookings accompanied by the correct cash/cheque payment. A Lunch Booking Form should be completed for each person but cheques may be made out to cover several bookings and may also include entry fees. Cheques should be made out to "C.G.ROBSON".

Drinks are available at the bar and may be taken into lunch with you.

GENERAL NOTES & SAFETY PRECAUTIONS

Every effort will be made to make this an enjoyable day and all age groups are welcome. Please remember you MUST be covered by third party insurance.

Please remember to be as quiet as possible at the beginning of the Trial and to be considerate and polite to the local residents so we can come again.

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

Please use single file in narrow lanes and, if you should come up behind horses, please shout a warning so that the riders know you are approaching. If you meet horses coming towards you, please give them room and remember they are not fitted with brakes.

Hopefully you are fitted with brakes and you will need them. Will all riders (and dads) please ENSURE that all brakes are in good order.

Please be especially careful crossing the A271 by Sussex Trugs, crossing the B2096 at Woods Corner, joining the A267 by the Faygate Kennels and turning right shortly afterwards opposite Horcros. We do not want any accidents.

At the first Checkpoint the road is very narrow, so please keep your bike and yourself off the road whilst you are handing in your Check Card. The roads are still fairly narrow at the next two Checkpoints, so please keep well in to the side of the road especially at Oxley`s Green, where the Checkpoint is on the right just before you turn left at the crossroads.

Please remember that the roads are not closed for the Reliability Trial and they are two way roads. Riders seen riding on the wrong side of the road may be disqualified.

All riders are asked to help in making this an enjoyable event free from any accidents. REMEMBER - CHECK YOUR BRAKES.

(CR-ESCART95)

EAST SUSSEX CYCLING ASSOCIATION 48 MILE RELIABILITY TRIAL

ENTRY FORM

Please enter me for the E.S.C.A. Reliability Trial on Sunday, 19th November, 1995

NAME _____ CLUB _____

ADDRESS _____

(PLEASE USE BLOCK CAPITALS)

I aim to complete the

48.0 mile course in:- 2hrs.55mins.

3hrs.20mins.

3hrs.50mins.

4hrs.10mins.

Preferred group 1 2

Preferred group 1 2 3 4

Preferred group 1 2

I enclose cash or cheque for 50p

Cheques to be made out to "CG ROBSON"

I declare that on the day of the Trial I will be a paid up member of the BCF or CTC (delete as appropriate) and my Membership No. is _____

OR I am covered for third party insurance by my Club's insurance

SIGNATURE _____ DATE _____

Entries should be sent or handed to Charles Robson, 39 Winchcombe Road, Eastbourne, East Sussex BN22 8DE, **ON OR BEFORE WEDNESDAY, 8th NOVEMBER, 1995**

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3hrs.20mins.

3hrs.50mins.

4hrs.10mins.

Preferred group 1 2

Preferred group 1 2 3 4

Preferred group 1 2

I enclose cash or cheque for 50p

Cheques to be made out to "CG ROBSON"

I declare that on the day of the Trial I will be a paid up member of the BCF or CTC (delete as appropriate) and my Membership No. is _____

OR I am covered for third party insurance by my Club's insurance

SIGNATURE _____ DATE _____

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EAST SUSSEX CYCLING ASSOCIATION
LUNCH BOOKING FORM

Please reserve me ONE seat for Lunch at the King's Head, East Hoathly, on
Sunday, 19th November, 1995

NAME _____ CLUB _____

ADDRESS _____

(PLEASE USE BLOCK CAPITALS)

THE MENU

Leek and Potato Soup or Home made Pate with French Bread
or Salad Nicoise

Beef in Red Wine Sauce or Roast Sussex Turkey with Chestnut Stuffing & Chipolata
or Shredded Vegetable Pancake or Lancashire Hot Pot

Spotted Dick or Chocolate Cheesecake or Pineapple Pavlova

I enclose cash or cheque for £6.50 Cheques to be made out to "CG ROBSON"

Please remember - EACH PERSON should complete a Lunch Booking Form but cheques may cover several bookings and your entry fee if you are riding the Reliability Trial.

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