

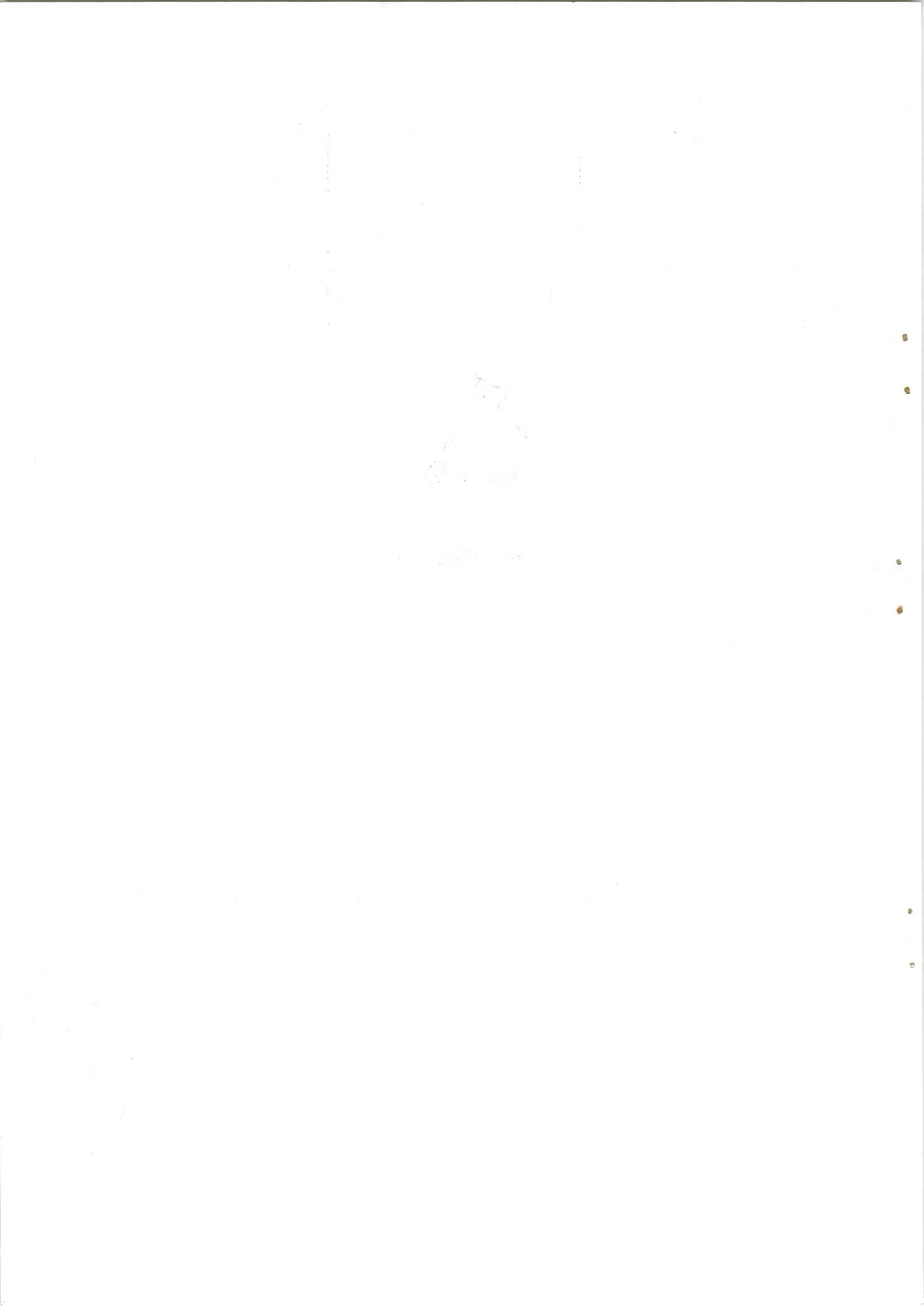
# BONK!



Merry Christmas &  
a Very Happy New  
Year to all ESCAbods



*THE OFFICIAL JOURNAL*  
**East Sussex  
Cycling Association**  
PUBLISHED QUARTERLY  
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# EAST SUSSEX CYCLING ASSOCIATION

President Ernie Spray



New Series No. 73

Winter 1995

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## *From Your President*

As my term of office draws to a close I hope all E.S.C.A. cyclists have had a successful and happy year in whichever aspect of our sport they took part.

My own cycling activities will shortly be temporarily halted, at least I hope it's not permanent), as my personal frame is rebuilt and it makes me think back to when I first started cycling. I expect everyone has their own stories which would make excellent reading in this magazine.

In my case it began when my old roadster was stolen and I bought a Sun sports cycle. In the fashion at the time the rear wheel had a single free sprocket one side and a fixed sprocket on the other. The first time I used the fixed I was overtaken by an older man and we rode along together and he encouraged me to join the club and take up the sport. This was the start of a long friendship and almost every Sunday afterwards we up the road together. His name was Ted Coussens and he was a stalwart of the Hastings & St. Leonards C.C. - he was also a railway steam engine driver. On some of his driving duties he would load his cycle on the back of his engine tender. When he was relieved on arrival in London and not required to work a train home, he would unload his cycle, wipe off the coal dust, etc. and ride back to Hastings instead of being a train passenger.

When the war ended and the club gathered strength I was glad of the way Ted had helped me and got me fit - and all my miles were done on a fixed wheel. I was not the only one Ted helped - there is a very prominent, hardworking cyclist that you all know who also benefitted from Ted's encouragement.

I've enjoyed my cycling and made a lot of friends.

Thanks for the honour of being your President and I wish you all a Merry Christmas and success for the next fifty years.

*Ernie Spray*



*Ernie has now had his new hip and, you will all be pleased to learn, is progressing well at home. With luck he should be able to make the Association Lunch and hand over to his successor, Sylvia Burgess, which should be a very pleasant start to his new year.*

## GATWICK AIRPORT CYCLING TEAM      TEAM PROFILE

As readers will probably know, we are a team rather than a club. The reason being that we receive sponsorship from Gatwick Airport Ltd. Therefore membership is restricted to employees only (officially!). The team was formed by Charles Park, ex Milk Race rider, for the purpose of entering the big London to Brighton British Heart Foundation ride of 1984. The team members for this event included Paul Fox, George Cook, Eric Clark and Mike Higgins.

August Bank Holiday that same year, the riders entered the charity ride from Bath to London. About forty miles before finish the ride developed into an impromptu road race with the Islington C.C. The end result was arriving before the marshalls at Putney, the team taking a wrong turning and Charles park going ballistic.

When the dust had settled, it was mutually agreed that everyone having had so much fun, the team was going to be a permanent thing.

On the following year's London to Brighton, Eric rode his Moulton and the others rode shopper bikes.

A couple of weeks before Christmas 1985 the team started what has now become an annual charity fund raising event riding in Gatwick's South Terminal concourse on two sets of rollers. B.A.A., later to become Gatwick Airport Ltd. became sponsors to the team. Also other airport companies and the travelling public donate money which is given to several local charities. The first year's event raised nearly £3,000. The ride last Christmas raised almost £7,000.

The team as it is today has some fourteen members including three from Heathrow, four from Corporate Office and one from Stansted. Of this total thirteen are vets. It's probably time trials that most of the team get involved in.

Some of the vets have quite good times against their standard. Ray Venis, aged sixty seven, has a plus of over five minutes. Also the team has been represented three times in the "Duo Normand" time trials in Marigny, Normandy. Two of our younger members Tony Cook and Chris Stocks came twentieth in the open event last year, whilst Paul Fox and Adrian Littleberry came in tenth. Aspirations are for even better results this year. In fact Paul Fox and Chris Stocks came second in the Duo Normand non-licensed category out of the one hundred and three competing teams.

Eric and Ray have raced in a few age related road races and have done quite well with Eric getting a second and two thirds whilst Ray got three seconds.

For some years now about seven or eight members go across the channel to ride the French randonees, notably the "Trois Vallees" out of Dieppe and in the past "Le Traces de Napoleon" out of Boulogne. We also try to ride some of the classic events, of these so far four riders have ridden the Tommy Simpson Memorial Ride which gave everyone the opportunity to climb the famous Mount Vendees. Other events include the "Fleche Larine" and the "Jean de Gribaldy" near Basle, Switzerland.

Being that some riders are retired and others are shift workers there are mid-week mountain bike rides, popular venues are Newlands Corner on the North Downs near Guildford and various sections and circuits of the South Downs Way or it could be a ride along some of the "Worth Way" to East Grinstead and the "Forest Way" track to Hartfield.

At this time of year our thoughts turn to the roller ride in the terminal at Christmas, this year we are trying to spread our influence to off airport local firms with a view to increasing our sponsorship and increasing our fund total for charities still further.

*Peter Turley*



## **Letter to the Editors**

12 Penny Lane, Bexhill on Sea TN40 2PY  
5th November 1995

### **CATFORD CENTENARY & NATIONAL HILL CLIMB CHAMPIONSHIP OCTOBER 29TH 1995 DITCHLING BEACON**

Do you realise we were lucky to be a week early for our event, as I read in the following Sunday's national papers, that the local morris dancers might be banned from Ditchling Village Hall. With all the clog hopping and baton smashing, they have upset the local residents. It was a good job we weren't promoting the National Cycling Roller Contest in the hall instead of the prizegiving.

However, we have recovered from the event; I sometimes think that the organising and marshalling, etc., is harder than riding (I am sure Esther must feel the same), and we have all done it at some time or other.

Can I please use the BONK to thank Mike Hayler, who's enthusiasm helped us to get marshals, and to thank all those who turned out from the following clubs on the day ....

East Grinstead CC; Crawley Wheelers; Rother Valley CC; GS Stella; Worthing Excelsior; Southborough Wheelers; Lewes Wanderers CC; Bognor Regis CC; Eastbourne Rovers CC; Kingston Wheelers CC; Hastings & St. Leonards CC. Bec CC.

Your help was much appreciated.

*Peter Lee, Catford C.C.*

## BRIGHTON EXCELSIOR C.C.



Well, here we are, a bit late, sorry, ed. Forthcoming important date is the B.E.C.C. 75TH ANNIVERSARY DINNER ON FEBRUARY 10TH 1996. TWENTIES STYLE FANCY DRESS AND ENTERTAINMENT BY THE ONE AND ONLY "BILL POSTERS WILL BE BAND". Get your tickets soon to avoid disappointment. Call Dick Jones on **01273 770047**.

To cycling matters now. Rick Stringer said recently at our 50 in 4 reliability trial "Just like the old days when twenty two contenders turned up to ride. Why can't we get that number on club runs - COME ON, (which means I'll have to wake up myself).

Our recent club hill climb on Steyning Bostal was taken by Jim Pratt with a worthy 4m 43s. He also wins the club's Surrey League Trophy for his good efforts this year on the road racing scene. The S.C.R.L. Track Trophy goes to Jim Clewlow for his efforts and second places to Dave Percy. Well done.

Back to the more social events. The bus assisted trip to Corfe Castle on October 1st saw approximately twenty five embark. Thanks to John Roberts for arranging the bus once again. There were sections for cyclists and walkers. The bikes and riders were dropped off near Wareham for their club run through the lanes and hills to a hearty lunch at the New Inn at Church Knowle. The skittle alley proved to be quite an attraction with several groups playing each other (not with) and don't ask me the results as they seem blurred - no slurred - well, Jean won her game anyway. The bus driver thoroughly enjoyed the trip too and walked all the way from Corfe to the pub as the vehicle could not negotiate the narrow lanes. We were also pleased to meet Frank Godwin's brother Ron, who lives in the area. I haven't seen him for twenty three years so it was a good re-union. Oh yes, I think the walkers enjoyed it, especially Sue Balcomb's HILL.

They'll probably never let me write these notes again mainly because I think the intention was for me to capture the important club activities and make some sense on paper of them. You never know, I might be back.



Our next social event within our own club is the Annual Christmas Lunch at Thakeham, namely the White Lion (this is the one people seem to have trouble getting home from). However, on December 17th the club run with decorated bikes will leave the Red Lion at Shoreham as usual for a 'little' drink at lunch time.

All the best for 1996. See you up the road.

*Excelsiorian*

## *Central Sussex C.C.*

Notes, mumblings or scratchings from the middle of the county.

Where to begin? The hot dry summer or the indolence that it cast on our members, or the success of the "Come and Try Event" in July, or even Kevin Harding's efforts on the triathlon scene.

Let's start off with Kevin, it was rumoured that he was swimming at Ardingly College, running here and there and cycling when time allowed. Then on January 1st we discovered why, tri-athlons and the event at Brighton. He has continued throughout the year and his season is still continuing - last week Hastings was the venue, and with modesty he says that he has been placed in all events that he has entered. Well done, says this non swimming, water hating scribe.

The Come & Try It event was run in conjunction with the Mid Sussex District Council. It was decided to run the event as part of our evening 10 series, feeling that if anyone wanted a taste of time trialling it was better to introduce them to the sport in a recognised distance event, rather than a round the houses one. We had forty entrants, around half entered in advance and the remainder on the line. The advertising in the local schools brought us several enquiries but no riders, which surprised us old codgers, especially as the bulk of those who rode were mid to lat thirties and the eldest sixty nine. Chris Watts, R.T.T.C. London South Secretary, came to see and went away very satisfied with our efforts. A good evening was enjoyed by all and six members became members and rode the rest of the series. But the young lady from East Grinstead - town, not club - put her mountain bike back into her car and disappeared into the distance without a backward glance, leaving quite a lot of sad male faces in the car park.

The hot weather seemed to sap the strength and only associate member Les Ross raced at distances greater than twenty five miles, but 1996 sees him return to the ranks as a first claim member.

The bulk of the awards for 1995 were taken by Don Awcock - a turning back of the clock. Supported by Mark Sussex, David Jenkins, Simon Baker, Peter Cauldwell, et al.

1996, what does it hold? We are running the Ewart Memorial 25 on Sunday, 18th February, based on Cowfold with Ken Atkins promoting. November should see a cyclo-cross at Faygate. Oh yes, it's Ken Atkins' 50th racing season!

B.A.

**CLOSING DATE  
FOR NEXT ISSUE OF BOKK  
FEBRUARY 14TH 1996**





## LEWES WANDERERS CC

Your correspondent has been dismayed to hear wild and disgusting rumours concerning a woman prominent in our club's affairs, who attached a bag of peas to her husband's pyjamas. Is this, wondered the nudgers and winkers, the action of a tired wife at the end of her tether and desperately needing a good night's sleep? Sylvia Burgess has certainly been caught buying a large bag of peas at the waitrose supermarket in Crowborough and under interrogation has admitted her intention to apply it to Mick's person. Added to that, Mick has been frustrated of late. All this is said by the more boring rumour-mongers to be associated with Mick's bad back, which may or may not be linked to a fall at the Calshot track. (Surely the track authorities should impose an age limit?) Anyway Mick was kept off the bike and from behind a steering wheel for some time. Sylvia needs to be protected from such nasty rumours, now that she's been chosen as ESCA's President for 1996 - its 50th anniversary year. She represents the Back Room Brigade - those ESCA club members whose names rarely appear on start and finish sheets but whose supportive work for the Association has been a consistent feature over the years.

Our only club member still riding competitively at this time of the year is Matthew Rabbetts, who has been making trips to the Velodrome in Manchester from Loughborough University. In November he helped the Loughborough squad win the gold medal at the National Students Track Championships at the Velodrome. Those of us left at home, far from such exotic venues, are making do with less demanding competition for the Reg Porter Trophy - decided on points gained in a tourist trial, a freewheeling contest and speed judging. The Old Firm of Ken & Iris Stevens won the tourist trial, as you might expect, though only because Heather & Robert Wimble dallied too long and lost penalty points. Surely they've been married long enough now to get on with the job at hand and not spend so much time holding hands? The best of the solo riders was Tony (Super Randonneur) Gale, which isn't surprising, seeing that he and a friend had earlier won the super-vet class in a two-day mountain-bike orienteering event in mid-Wales (the annual Polaris Challenge). As I write Larry Limpus will be polishing his forehead and loosening his cones, in preparation for yet another freewheeling championship title. He's the 10-1 on favourite. Ken & Iris, meanwhile, will be smiling with an irritating self-confidence as they contemplate their chances in the speed judging in the New Year. The course has been changed to give others a chance.

Actually, there has been some hard riding. Our annual mountain-bike hill climb (won by one of our juniors, Mark Winton) produced some strong language and sweat; and Graham Jeffs claims to have had a remarkable experience in the SCA hill climb. He died halfway up and was shocked back into life at the finish when he saw Horry Hemsley grinning at him (having beaten him by two seconds). Chris Hill, Horry and Graham won us the team award, which itself might be described as a miracle. And although most of us have settled down to the social season, the disturbing sound of heavy breathing and grunts and groans can still be heard on Wanderers' territory. Peter Roberts is whipping himself and others into shape (already!) in a series of Sunday and Wednesday training runs. Those are the only two days when shopkeepers can have some time to themselves. But mixed news for Bob Comben as he tried to keep fit at Calshot. "He's got the right build for a track champion," said a BCF man, "but the wrong weight."

*Rotrax*



**EAST SUSSEX CYCLING ASSOCIATION**  
**1995 B.A.R. RESULTS**

**SENIOR B.A.R.** (25, 50 & 100 Miles)

		<u>25</u>	<u>50</u>	<u>100</u>	<u>Av.mph</u>
1	STEVE WILLIS Eastbourne Rovers CC	1-00-30	1-56-53	4-03-51	25.022
2	A. SELTZER East Grinstead CC	57-54	2-01-20	4-16-30	24.675
3	P. BAKER Lewes Wanderers CC	1-00-31	2-03-28	4-37-13	23.576
4	R. TAYLOR East Grinstead CC	1-01-18	2-07-59	4-37-46	23.171
5	A. SOAN Hastings & St. Leonards CC	1-02-54	2-16-49	4-56-07	22.012
6	R. DIXON Hastings & St. Leonards CC	1-03-29	2-22-18	5-00-11	21.566
7	H. HEMSLEY Lewes Wanderers CC	1-03-43	2-21-18	5-16-40	21.240
8	T. WOOD Brighton Excelsior CC	1-09-46	2-28-03	5-31-03	19.962
9	M. BURGESS Lewes Wanderers CC	1-12-19	2-30-10	5-34-21	19.555

TEAM: LEWES WANDERERS CC P.BAKER, H.HEMSLEY, M.BURGESS 21.457

**VETS B.A.R.** (25, 50 & 100 Miles)

		<u>25</u>	<u>50</u>	<u>100</u>	<u>+ mph</u>
1	ROBERT TAYLOR 53 East Grinstead CC	1-01-18	2-07-59	4-37-46	3.497
2	H. HEMSLEY 61 Lewes Wanderers CC	1-03-43	2-21-18	5-16-40	2.705
3	A. SOAN 44/45 Hastings & St. Leonards CC	1-02-54	2-16-49	4-56-07	1.029
4	M. BURGESS 60/61 Lewes Wanderers CC	1-12-19	2-30-10	5-34-21	0.930
5	T. WOOD 48 Brighton Excelsior CC	1-09-46	2-28-03	5-31-03	-0.456

**LADIES B.A.R.** (10, 25 & 50 Miles)

		<u>10</u>	<u>25</u>	<u>50</u>	<u>Av.mph</u>
1	GILL TREE Southborough & District Wheelers	26-32	1-06-52	2-18-45	22.223
2	S. BAGLEY Crawley Wheelers CC	26-29	1-08-35	2-24-46	21.750
3	H. WIMBLE Lewes Wanderers CC	25-58	1-08-22	2-29-25	21.709
4	S. WELLER Lewes Wanderers CC	30-30	1-16-23	2-37-56	19.435

**JUNIOR B.A.R.** (2 x 10; 2 x 25)

		<u>10</u>	<u>10</u>	<u>25</u>	<u>25</u>	<u>Av.mph</u>
1	STEPHEN COMBEN Lewes Wanderers CC	22-36	24-25	56-31	57-34	25.930
2	J. LIMPUS Lewes Wanderers CC	22-39	23-26	58-32	59-55	25.689

## *SOUTHBOROUGH & DISTRICT WHEELERS*

I am saddened to begin these notes with a report on the sudden death of John Maundrell at the age of fifty three. John rode with the Southborough Wheelers as a young teenager when his was John Goldensmith. he joined the Tunbridge Wells Road Club for a few years before drifting more permanently into his other love, rugby. Since both clubs now share the same clubroom he had begun to ride again with us and only a week or so before his hewart attack he had completed the 'Spearth Challenge' 10 in 29.25. We shall all miss his effervescent banter.

The racing closed with Peter Fox finally collecting the 25 record with a 52.30 in the C.C. Sudbury event - only to have his name left out of Cycling weekly where he should have featured sixth among illustrious stars. Gareth Robb clinched the club B.A.R. with a fine p.b. of 2.7.52 Before that he had led by the narrowest of margins - 0.001 m.p.h.! Peter Holland produced the most powerful example of of sustained racing ever seen in the club - 24 hour, 100, 12 hour, 24 hour, 50, 12 hour in successive weekends, all on a trike. far from fading as the weeks passed he produced his best, 219 miles for a new club trike record, on the last ride. This finally put Pete Crowsley's 1965 record to rest.

Hill climbing attracted a number of club riders but Malcolm Martin dominated and was the only one to be accepted for the National. What a super day and venue for it. Everybody was there for a great social gathering, as well as a great event.

Right at the end of the season Tonbridge by-pass re-opened for events and the last club 10, which incorporates the Spearth Challenge made the most of a kind, if chilly, Saturday morning. Graham Seath again beat his backmarker colleagues with a 28.50. This year's wooden spoon went to paul Budd. Tim Chacksfield won the main event with a 22.02.

Congratulations to Gill Tree on retaining the ESCA ladies B.A.R. her excellent 1.6. in the last ESCA 25 was on of ten Southborough rides on the day. Peter Fox won an award on age **standard** only a few weeks after reaching vet's status. Peter Crofts also featured in scratch and age standard awards in late season vets events. He returned unscathed from a C.T.C. tour in Kashmir in which they crossed the world's highest motor road in Ladakh - 18,000 feet! In January he's off to Chile.

Roller racing has re-started with a 12 - 0 win over Medway VC followed by an 8 - 4 defeat at the hands of the San Fairy Ann. The Kent CA reliability ride (100 kms) attracted 301 entries. Southborough only fielded fifteen riders but finished more in the 4 hour class than any other club! Young Paul Leake rode in shorts despite a bitterly cold frost earlier on. He's learning quickly, albeit the hard way.

Finally I am disappointed that several road racing members have chosen to join the newly formed VC Wealden for 1996. Mark Puckett had done a good job nurturing them in 1995 and must feel let down now.

Enjoy the social season.



*Roamer.*

## *C.S.E. EAST SUSSEX D.A. MID-WEEK SECTION*

The Mid-Week Section certainly continues to provide never ending incidents of interest, like a recent happening involving Albert & Muriel - not their real names since I would not like to upset a chap who swims off Seaford head in November and eats jellied eels! On this particular Wednesday morning Albert had risen slowly remarking to Muriel, still snuggling under the duvet, "I'm worn out already, I'm not keen on cycling today", to which Muriel responded wearily but quickly "I'm not surprised with the bouncing up and down you've done all night!". He did turn out and since it was a longish ride he had a sudden need for a 'comfort stop' as we climbed out of Barcombe Mills. At the top of the hill he got off his Mercian and went into a field with a non-existent hedge to make himself comfortable. Following on the ride not too far behind I had wheedled myself into a position alongside a young lady from Cooden, who also rides a Mercian providing there is no hint of rain, otherwise it's her old Claud. As we drew level with this spectacle my companion glanced left and then, not surprisingly, took a second look remarking "Whatever is that?". Thinking quickly I said "Maybe it's one of those crop watering devices disguised as a scarecrow!". To which she responded, mopping her brow, "Surely not, they don't warm it first, do they?".

Another story concerns Dave Copping, the secretary of the trike section who seems to attract stories in the same way some people acquire cycles. On this Wednesday morning he was on duty in a signal box at Hampden Park station. Peter Bratt, he of the solid tyres, was surreptitiously hoping to use the train to get to elevenses and went to the booking office for his ticket. However the transaction was interrupted when the telephone began to ring violently - the clerk answering rather surprisingly said, "It's Dave from the signal box hoping you have a good cycle today", a kind thought. However on the platform Peter realised he didn't have his ticket even though he had parted with the fare. With some difficulty, the booking office had closed, he contacted the clerk who thought here we are again, dealing with the elderly confused and asked if he could look in Peter's wallet. Peter reluctantly agreed and the clerk didn't find any tickets or fortunately anything else as it wasn't the weekend! he offered to issue duplicate tickets with the request that when the original tickets turned up to bring them back to balance the books! However two minutes later the clerk reappeared on the platform to say Peter was right after all since the books balanced and it was Dave with his telephone call that had caused the confusion! Strange happenings on our nearly de-regulated railways - what next?

Ah yes, The Festive Lunch surely - do join us on Wednesday, January 3rd, 1996 at the King's Head, East Hoathly, 12 for 112.30 p.m. There will be an informal ride on the day from Buckmasters, Hailsham, 10.30 for 11.00 a.m. The occasion, as in previous years promises to be great with a chance to meet the Mid-Weekers and their friends Albert & Muriel, Baggy Shorts always ready to share a yarn over a pint. The delightful Esther Carpenter as secretary/treasurer has all the details - be sure to contact her.

Meanwhile the Mid-Week Section continues to meet regularly on Wednesdays and Saturdays, with up to thirty out on a mid-week run and about half a dozen at the weekend. The rides are quite well organised with a good choice of pace and distance to suit different abilities. refreshments at the elevenses venue or the lunch stops are quite optional with al fresco picnics popular. Places of interest en route are often picked out by runs leaders for special attention but one ingredient is constant in this Section, attracting riders from Brighton, Tunbridge Wells, Crowborough, Hastings and, from Reading(!)ex Spartan, ex Hastings & St.L., Michael Lingham - the ingredient? A warm welcome! Hoping to see you out soon!

**Baggy Shorts**

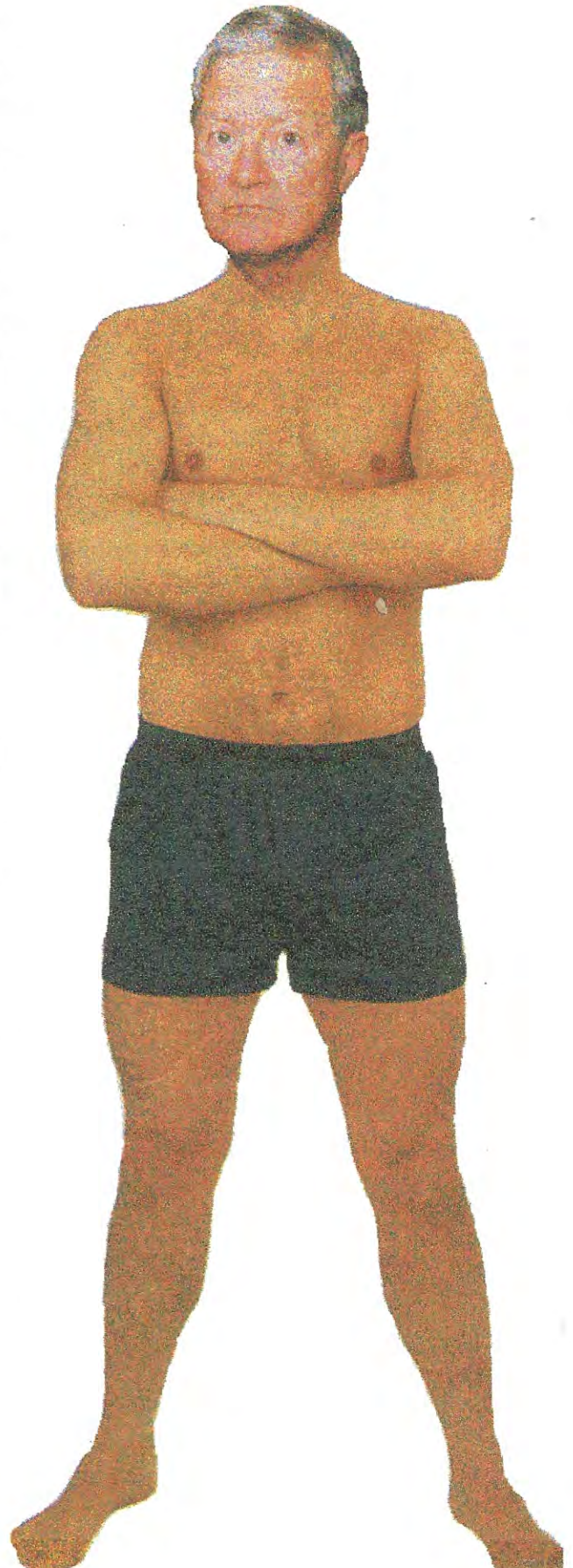
## MEET THE BOYS 3 - MIKE

Mike's ebullient personality and good humour have made him a popular member of the Mid-Week Section. Upon retiring from a well known oriental merchant bank he settled in a quiet downland village and it is from there that he indulges in a number of hobbies.

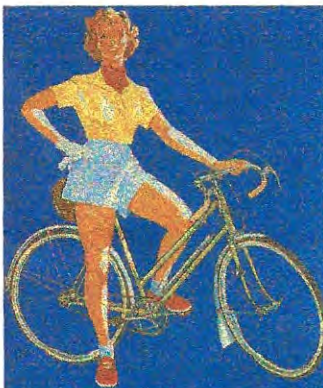
Possessed of a fine baritone voice, he is in much demand by local choirs and it is this talent that has taken him far and wide on musical tours. He has a keen interest in the countryside and delights in walking and cycling in Sussex and further afield. An ardent sailor, he will often "go missing" from our Wednesday rides to spend a few days at sea in his boat.

His witty conversation enlivens our gatherings and the rides that he leads are among the most popular in our programme, for, as well as carefully researching the chosen area, Mike is also a caring and attentive guide.

If you arrive at mid-week elevenses or lunch venue, focus on the most high spirited table in the room and somewhere among the group will be Mike. But, if you want to meet this man, obtain a copy of the runs list and make the task of seeing him a lot easier.



### **Mid Week Section**



*For details of  
Wednesday rides  
contact: Esther  
Carpenter.*

**Also Saturday rides.**

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

## **E.Sussex. Tricycle Group**

Studying the issue of Bonk that carried my first contribution, I realise that it is more of a digest of cycling matters than a platform for reports. Some of the other contributions have given me ideas, like payment by credit card for the Sussex Nomads' meal at the Little Chef. I have been in exactly the same predicament, I was triking around Romney Marsh with my boy who was on an MTB during the summer (and what a summer it was, eh?) when by overspending on one elevenpence and overestimating what I had in readies, we became seriously embarrassed. The Little Chef at Brenzett appeared before us with all the usual credit card logos. We did not go hungry. I have always carried a credit card and autobank card. I also carry a mobile phone in case of emergencies. If you look around mobiles are all but being given away.

William Hickey's point about time trialling on the A27 was interesting. Why should that particular turnpike be more dangerous than the A259 from East Hoathly to Boship and vv? I have trundled it many times and had no trouble except from one carload of idiots who tried to redefine harassment. Even they gave me a wide berth whilst mouthing off. Returning home once at night and in fog from Beddingham level crossing I felt reasonably safe until Selmeston when I punctured. I took the front wheel off in the garage forecourt, or tried to when the box spanner broke and gashed my thumb. The forecourt attendant rendered first aid until the ambulance arrived. Whilst the paramedic was patching me up, the Selmeston Police Service arrived and let me put my trike in his garage until I could return and collect it.

In East Sussex Threewheeler No.4, I mentioned that I met Peter Holland while I was cycling home from Normans Bay one bitterly cold night. It was the sort of cold you feel when it does not matter how much clothing you put on, it still seeps through. I locked and secured the crossing gates at Normans Bay at the usual time, informed the Pevensey signal box I was going off duty and set off for home. The journey took a lot longer than usual, I had to stop every ten minutes or so to clear my sinuses which were running like taps. One hanky was insufficient for this job, I expect I am not the only one to suffer this problem.

After the descent from Stone Cross to Dittons I stopped in the lay-by on the westbound carriageway of the A27 for another good blow. I became aware of raised voices and at first I thought someone was exercising a dog in a field behind the hedge. Funny time of night for it, it was about 10.20 p.m., pitch dark, weather as stated. As I was putting my overflowing hanky away, I was then aware of a car parked in front of me and a bearded chap coming towards me radiating evangelical style enthusiasm. waving his hands in the air, cheering and calling out up the TA. I thought I was about to meet a nutter, my numbed and gummed-up brain associated TA with Territorial Army. A quick getaway was impossible. My gloves were off and my feet were out of the clips. Then I saw there were two of them.

The first chap with the beard came up to me and asked if I was in the TA. I said no. I then saw a training top with Southborough Wheelers printed on it. Panic began to subside as he introduced himself and his colleague, Peter Fox. I then admitted to membership of the TA when it finally got through to me what was really meant. He wanted to shake my hand but I declined as my hands needed washing. We all parted best of friends. My unwillingness to shake hands was further explained a day or so later in a phone conversation.

I found out some time later that Peter had contacted Esther Carpenter about the meeting at Dittons. Esther and I had not met at that time although she knew of my existence and she thought that Peter had met Harold Bateman as well as me whilst out cycling. 10.20 on a cold winter's night? She told Peter: "He's very good you know, he's over 70". Peter then said: "Good heavens, he looks half that age".

I wish everyone a Merry Christmas and a very happy and Successful New Year. I also wish you shorter times and longer distances.

Threewheeler.



If you're interested in any of the following contact  
**Peter Watson** on  
**01892 822049** or  
see him at the club-room.

**DURA - ACE CRANKS** 172.5mm. 42 and 52 tooth chain wheels. Hardly used, good condition. £90 ono.

**OLD CAMPAGNOLO RECORD HUBS**, small flange 28 hole. Brand new never used so in mint condition. Can be set up to take 8 speed blocks. Sensible offer can secure.

**SUPER RECORD HUBS**, large flange, front 36 while rear is 40 hole. Well used so condition is not perfect!! Can be set up to take 8 speed blocks. Again a sensible offer can secure.

**PETE MATTHEWS 22.5" FRAME**, 753 tubing, Excellent condition. £200 ono.

**F.W. EVANS 19.5" Bike**, 531 tubing. Fitted up with Shimano and Suntour Equipment. Would suit new small beginner who has just started cycling. Has been well looked after £200 ono.

## EAST SUSSEX CYCLING ASSOCIATION - 1995 RELIABILITY TRIAL

There were 102 entries for this year's Reliability Trial and, with 23 from both Crawley and Eastbourne, there was promise of some competition for the Shield. More non-starters than usual meant that only 78 riders reached the 1st Checkpoint. The 2nd Checkpoint recorded 76 riders and the 3rd 72, with 70 reaching the finish.

Crawley and Eastbourne both had 15 successful riders, so, for the first time, the tie break rule came into operation. This says that, in the event of a tie, the Club with the most successful riders in the 2 faster groups is the winner. As all but 2 of Eastbourne's successful riders were in a 3hrs.20mins. group, Eastbourne Rovers are this year's winner of the Rally Shield. Runners-up Crawley Wheelers with 15 are followed by Lewes Wanderers with 10, East Grinstead 4, Sussex Nomads and Worthing Excelsior each with 3, Brighton Excelsior and Southborough Wheelers each with 1.

The 52 successful qualifiers will each receive a Certificate, which will be presented at the E.S.C.A. Lunch & Prize Presentation at Framfield on Sunday 7th January 1996.

### **Organiser's Notes**

*I rode round and checked the course on the Sunday before the event. It was wet from overnight rain but mild and I was passed walking up a hill soon after Bodle Street by the dynamic duo of Richard Shipton and Malcolm Cross. I walked several more hills after this one as my hip was hurting a bit, but still got round in 3hrs.28mins., so I am not quite sure why some people were complaining. 3hrs.50mins should have been fairly easy for almost everyone and 4hrs.10mins. an absolute doddle!*

*The morning of the event dawned fine but cold. I collected Roy from Framfield and then met up with Ken Griffiths and Dennis Funnell at East Hoathly. It was cold standing about and I envied the first group going off at 0830. Having given as much help as they could with the parking, Ken and Den were off to Rickney and got there only just in time to catch the first group through. Mike Hayler took over parking duties before he too was off to Oxley's Green.*

*Roy and I were despatching and photographing and getting colder and colder! The most popular time for the event should be 3hrs.50mins. but only 13 riders selected this time, whilst we had 38 in the 4hrs.10mins. groups. Why? The 4hrs.10mins. time was only put in for the very old and the very young. The 3hrs.20mins. time is intended for the reasonably fit and fast Club riders and was supported by 45 riders and most of whom who started were successful. the 2hrs.55mins. time is for the real fast boys (and nutters) who want a bit of a challenge. Only 4 of the 6 riders entered for this group turned up for this group. Unfortunately the 2 Eastbourne riders panicked and went off with the previous 3hrs.20mins. group and so did not count for the Shield. However the 2 Crawley riders in the fast group were both successful.*

*After sending off the 2 fast men at 0920, Roy and I drove furiously to the 1st Checkpoint where Ken and birthday boy Dennis were in control. On to the 2nd Checkpoint we past riders experiencing the first upward incline. At Oxley's Green, Mike Hayler was in charge assisted by his son and soon joined by Michael and Megan Rabbetts. Some excellent Hayler signs here warning of steep descents, etc.*

*On we went to Checkpoint 3, where unfortunately the trees produced a chilly spot for Deryk Greenway assisted by Esther Carpenter, Ernie Spray our President and Ken and Den, who had come up from Rickney. Soon we passed through Mayfield and Meres Lane. All the way round we had been noticing the red marks indicating the route. These were NOT put down by me and I wonder if they were placed by an employee of the Geoff Boore Organisation to help him win his first certificate? I always thought a Reliability Trial was meant to test one's reliability. In other words, you have to turn up on the right day at the right time with your check cards and a reliable bike. Then you have to find you way round the course and complete the ride within a 10 minute window of time. The unofficial marker potentially robbed all the riders of one of the elements of the Trial - finding your way. Perhaps the person concerned would like to take over the organisation of the Reliability Trial?*



*Roy and I were back at the King's Head by midday ready to check in the first riders. Some were moaning that the course was hard, but most said - "see you next year".*

*After finishing the check in, a well earned drink was enjoyed in the King's Head and then 20 of us sat down to the most excellent lunch. Conversation buzzed at all 3 tables, so I guess we all had fun and the food was really excellent. What a pity that the lunch is so poorly supported. The provisional date for next year's event is Sunday, 24th November, 1996. Club and Association Lunch and Dinner Organisers - PLEASE TRY NOT TO CLASH WITH THIS DATE. Thank you.*

*Finally my thanks to the team that make this event possible - Roy Humphrey, Ken Griffiths, Dennis Funnell, Deryk Greenway and Mick & Megan Rabbetts, Mike Hayler and his son, President Ernie Spray 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 not one but two Special Correspondents :-*

## **E.S.C.A. RELIABILITY TRIAL '95**

Salt and sweat still smeared my brow and my hair was thickly matted. Sir Charles lent across "Every year we invite somebody new to write a few words about the event. There is no hurry but Esther is waiting to close the magazine so.....by Friday? Pass the salt please. Thank you. Now, Roy...". Now I know why I was at the top table.

As to the event itself, it was as well organised as a military manoeuvre with plenty of cheerful helpers and mysterious red markers.

Our first stage was actually downhill! All the way to Rickney, so fast that we arrived just before the marshal who called us back with his motor horn. The wind was against us now and the cold began to bite which is why Herstmonceux castle crouched beneath the tree line away from us to the right only the observatory domes glistening in the watery sunshine.

This area was under water in Roman times and although long abandoned by the sea was still clearly being drained, an obvious place I thought for a heron. I was wrong but somebody else saw three kingfishers.

By now the honeymoon was over and the climbing was about to begin in earnest.

Skirting Herstmonceux, home of the trug, a kind of open basket much favoured by gardeners. When I was a lad three workshops were kept busy with this trade, now one of them is a tourist attraction and trugs are made of green plastic by machines far away.

The late autumn sunshine, narrow lanes and red, gold and brown leaves made a sight to be seen, worthy of any calendar or chocolate box and I was glad I came. As the hills grew longer I wished that I had taken the lighter bike as did my companions since I was navigating for leaner, faster and fitter men.

Once over the main road and we were in Jack Fuller country, I don't know if he was responsible for the house with its own observatory that we passed on our left. He did however employ local men to give them work hence the temple and obelisk lurking in the woods. Through Brightling on tight bends around a substantial church and over the aerial ropeway that serves the gypsum mines and down to the second stop at 'Mad Jack Fuller', the only pub in Oxley Green.

A quick cup of tea from my flask and a climb, a drop, then a painful climb before dropping to the Dudwell valley. Past Bateman's, Kipling's house. He is often referred to as a pioneer motorist although he later saw the potential danger and warned against the popularisation of the motor car.

Quickly through the High Weald town of Burwash or 'Burr-ash' as it is pronounced locally, past the laundry and over the east Rother. My speed dropped and riders started to pass me in cheery groups.

Climbing in my granny gear near Wadhurst I stopped at a main road, pulling away with the front wheel gently patting the road. "That's a clever trick", quipped a racing man as he shot past. The railway station and third stop were further out of Wadhurst than I had imagined but then the earliest railways were not allowed into towns at all, though whether this was ignorance or fear of frightening the horses I could never tell.

More long drags followed, just when logic dictated it must be downhill, we're going towards the bottom of the map I met my Waterloo.

At the top of the longest climb in history a stop was called for and soon the road was full of cyclists asking why they had all stopped. I just shrugged my shoulders. The aircraft were at ear level now and I pointed this out only to be told that I was listening to a WWII Harvard trainer, so there.

By the time we reached Mayfield the rest of my group were getting visibly worried about the time and I felt the responsibility of leadership(!) weigh heavy on my shoulders. They wouldn't abandon me though and despite a mix up at Cross-in-Hand I got them to east Hoathly signs in time for a sprint finish.

I think I may have missed the mark by a couple of minutes but for me it was well worthwhile. Good company, scenery that went from pretty to breathtaking and organisation to kill for.

See you next year, Charles. I'll beat you then.

Richard Codey

## A Grimpeurs Tale ( or the 1995 ESCA Reliability Trial )

The mildest November in living memory is brought to a shuddering halt; the weatherman pops up on the TV screen and predicts icy blasts from the Arctic and sub zero temperatures. Yes, it's time for the ESCA Reliability Ride. Who needs the Met Office and their satellites, vets of the ESCA Reliability Ride could have told Fish, Charlton and Co. months ago that this would happen, it always does on this weekend.

Having seen that the entry form offered a course of only 48 miles in times between 2hrs. 55 and 4 hrs 10, I deluded myself into thinking that Charles had taken pity on me this year, requiring only an average of between 16 and 12 mph. Does he think we have gone soft I thought, 3 hrs 20 looked a breeze and should offer plenty of time for a full English breakfast on the way round. And as usual I was wrong.

Together with several team mates from the Sussex Nomads, and a large contingent from the Eastbourne, I left East Hoathly in the aforementioned sub zero temperature. I know this as a clubmate helpfully pointed out that his in-car thermometer (flash so-and- so) was registering a bracing 30 degrees F. Still, it was bright and sunny and there was no sign of the snow that made life so interesting a couple of years back.

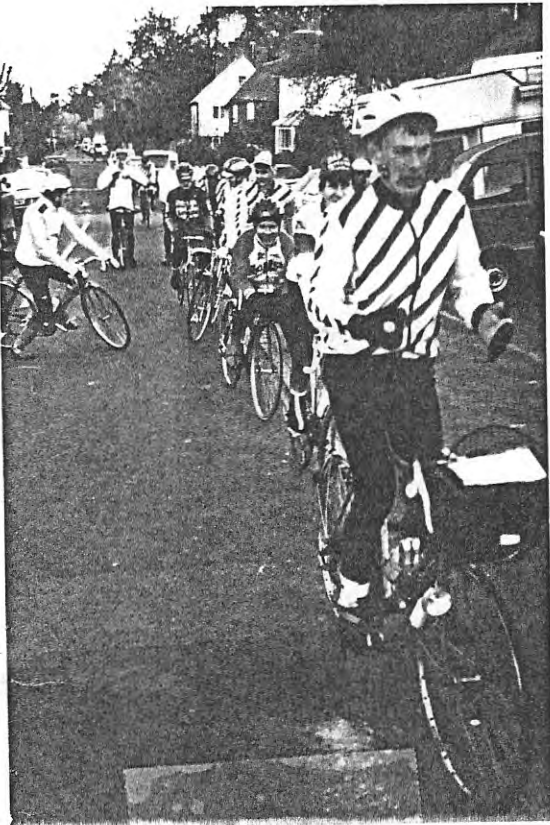
We rolled along easily as a group over the Dicker through Hailsham to the first check point after 10 miles. Average speed well over evens, yes I thought - definitely time for a breakfast stop. One rider is by now in trouble, not because of the pace but because he has forgotten his cards to hand in - these Reliability rides sure tax the brain cells.

As we swing up from Pevensey levels the chat starts to drop off as the climbs begin. By now we are well into a network of lanes and the choice of wrong routes increases by several orders of magnitude. The Nomads, however are totally unfazed, seeming to be magnetically drawn along the correct route by an unseen force.

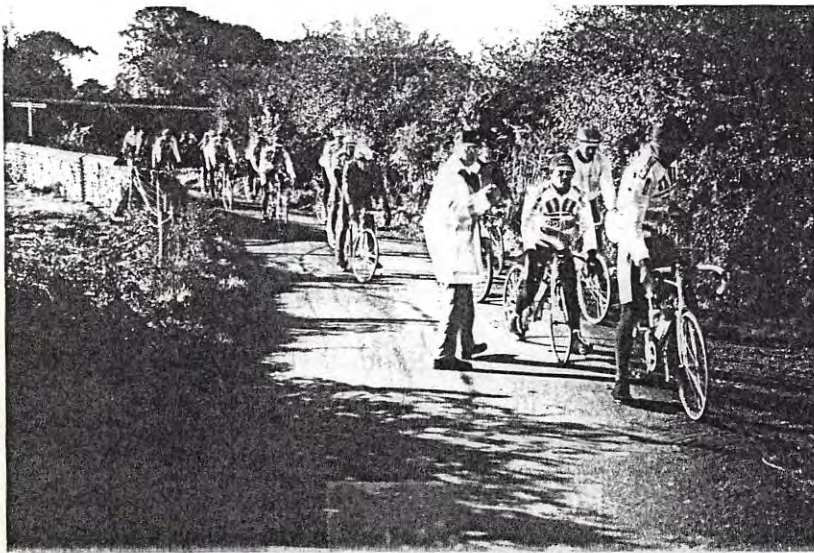
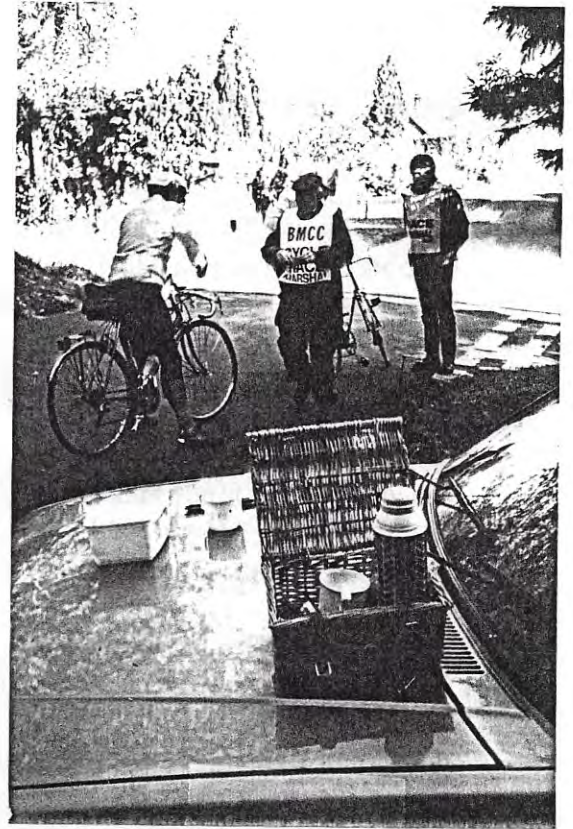
By the time Woods Corner is reached the awful truth has sunk in, Mr. Robson has served up yet another of his little crackers - probably the worst yet. Chat has by now stopped completely and riders are struggling forever up hill with eyeballs out. Finally Check point 2 appears. The marshall tells me to watch out for the steep descent and sharp right hander, jolly thoughtful, pity he didn't bother to mention the vertical climb up the other side!

Up through Burwash, up and up and up through everywhere else, come to that. But three things are going consistently down, my enthusiasm, my opinion of Charles Robson and my average speed. By now I am on my own, wandering the lanes like the Flying Dutchman. No chance to stop for breakfast, and definitely no chance of getting inside 3hrs 20!

I finally arrive at East Hoathly and manage to creep past the last Checkpoint without being asked for my Card. Who needs a certificate anyway - I've never got one before and probably never will. Still, you never know, there's always next year.



At the start, Jack Harris, Marina Bloom, birthday boys Peter Lee and John Bainbridge (trike), Richard Griffiths and Larry Limpus.



Checkpoint 1 with Ken Griffiths and birthday boy Den Funnell.

At the finish Roy reluctantly poses in The Chair.

Checkpoint 2 Mike Hayler takes time off from his picnic to chat Messrs. Shipton, Toppin and friends.

## CRAWLEY WHEELERS

The interclub hill climb with the Redhill CC on October 15th and the Brighton Mitre 25 on October 22nd brought the Wheelers season to a close. A brief recall, as I remember was a good start by Tim Osborne, who was always in the top ten, the Frank Lawler could regularly be seen in the top six in the first half of the season. Paul James starting a bit later, soon led the way taking the 10, 25 and 30 records and would have had the 50 but for a 'beserk' set of tri-bars.

Whenever Paul Jones and Tim Osborne teamed up with Paul James, records were likely to be improved. Tony Gould, Bob Courtier and myself have also improved records in our veterans classes.

There's a whole bunch who have gained personal bests and every reason to improve again next year. Allan Hale, Marina Bloom and Pete Coventry all came close to sub 60.

On the road racing scene, Dave Roberts has done well gaining places recently and John Powell has been seen at the front of the bunch.

Not many are familiar with Guy Etherton. Well Guy excels in Mountain Bike Racing and he won the National Points series at the same level. BRILLIANT!!!

Tim Osborne was elected onto the committee of the R.T.T.C.London South D.C. and joins Jack Harris and Malcolm Pink. Mike Bloom and Dave Stokes are approved course measurers and Owen Drake, Peter Lennard, Dave & Peggy Stokes and Frank Brighty are approved R.T.T.C. timekeepers.

Paul Spenceley is a Classic car enthusiast and unfortunately incurred severe rib and shoulder injuries when acting as navigator in an M.G. which turned over during a rally in the Massif Central area of France. He's home now and recovering rapidly and using his turbo. We look forward to seeing him out on his bike. Meanwhile, Phil Hitchcock has progressed via short cranked trike and is now back on two wheels, following his Christmas Day fall on black ice. Another story of determination.



Looking ahead to 1996 and our Easter event which is on Good Friday, 4th April. We can report that the 42 mile T.T. returns to the Crawley - Shoreham course (G193) and you should send your entries to Mrs. P. Stokes (nearer the time).

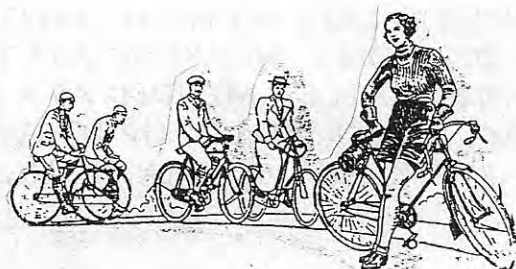
*Crawley Scribe*

## ONE PERSON'S BICYCLES, ETC.

On one of our Wednesday Run stops, Esther suggested that perhaps I could write a few words on my 'old' bicycles. Much weakened by dragging my fifteen stone from Crowborough to Polegate (downhill, I am told), I agreed. Having got home eventually, I realised the folly of what I had done. I do not come from a cycling background so my knowledge on the subject is very limited, most having been gained from several years with the Veteran Cycle Club and more recently with the C.T.C. - also many of the Mid-Weekers seem to have been riding bicycles while I was being pushed about in my pram. Secondly, I remembered a comment by my English master when I had given him a ten minute excuse as to why I had not completed, or even started, a homework essay. "Timperley", he said, "if your literary expertise was as good as your imagination you could be another H.G. Wells." My interest of about forty five years was motor cycles, ancient and modern, but I have sold all except my 1927 500cc B.S.A. and a BSA Bantam.

My interest in vintage bicycles started some seven years ago and my first cycles were a 1938 Raleigh Popular loop frame and a French cycle with wooden mudguards. In 1989 I bought a 1920c roadster cycle at the Great Dorset Steam fair auction. It was in a poor state and had a tar brush paint job but was complete. It had 26 x 1.25 Endrick rims which I am told came into use about this time. It only had one brake, a BSA rear coaster hub. This single back pedal brake gives off quite a lot of smoke on a very long downhill due to the heat generated and the liberal quantities of grease/oil in the mechanism to stop it welding itself up in full flight. The make is not known and it did not get repainted and done up but it has been to France twice on the Bologne Run through the Forest of Bologne, etc. Perhaps this is the year for a do up. Next came a 1909 Chater Lea tandem with a cross frame front and loop frame rear. The wheels were modern with caliper brakes and S.A. three Tri-coaster three speed but not too much luck so far. The Chater Lea also did the Bologne Run with Jean operating the S.A. gears from the stoker's bars because the cable was too short to reach the front set. After a few bar stops on Bologne Hill - who cares? A picture of the Chater-Lea tandem, with Jean and myself, appears in the Autumn 1992 copy of Bonk.

Last year I bought an old looking bicycle which turned out to be a 1915c roadster which was complete apart from the saddle but poor paint and nickel plate. It has a BSA three speed hub gear, Clegge roller lever brakes, cotted bottom bracket, etc., but unknown make. It has new nickel plate and paint now and has been in use this year. I enter it as a Kirmer (Kirk and Merifield), no doubt someone will tell me what make it is one day.



Having enjoyed riding these older bicycles I decided to go for more suitable machines in the sports/touring range of 1930s, 40s and 50s. At this stage I knew nothing of these machines and names like Hetchins, Bates, Thanet, etc., did not mean much to me. I found a 1950 Humber Clubman in good original order with S.A. four speed hub, Williams cranks, chainwheel, Brampton 8 pedals, so I bought it and used it. At the same time I acquired a Raleigh Record Sprint with Aerospace 501 frame tubing. It also had the Maillard Helicomatic rear hub and cogs. Geoff B. had to look at the wheels and into use it went. Lastly the cycle I am normally seen on these days, a new Claud Butler Super dalesman 1989 model bought unused last October 1994. I seem to have forgotten to mention the 1947 Claud Butler Avant Courier Special Model with Cyclo gears (3), Williams chain ring and Chater Lea pedals. This was a bit rough and required frame repairs and paint. It went off to Les Rigden at Brighton and came back resplendent, it really ought to be used.

With the bicycles came an interest in cycling books, old ones. My three favourite ones are:

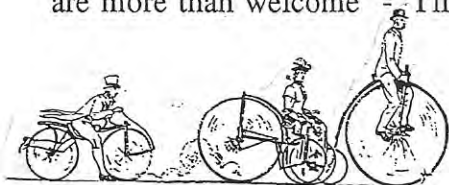
The Cyclists' Touring Club British Road Book of 1896. This is two volumes complete with maps and describes the roads, landmarks and conditions at that time on routes between most towns in the country. I spend hours reading this book especially the bits that cover some of the routes we take in this area.

Next is a bound copy of The Hub, an illustrated weekly for all cyclists, February 1899 to April 1899. This deals with matters relating to cycling at the period and reports on legal and court cases. The advertisements are good as well.

The third book is The Romance of the Cyclists' Touring Club by James T. Lightwood and is dated 1928. It is a history of the C.T.C. from its start as the Bicycle Touring Club. As well as these there are catalogues of the 20s and 30s of Brown Brothers, A.E. Evans, Halfords, James Grose, etc. All are well illustrated and help to identify suitable items as well as just fun to read.

Hopefully I have managed to touch on something of interest to you without going into technicalities. Hopefully, I have avoided the pitfalls of airing knowledge that I do not possess, I gain it from our natural experts with their years of experience. Finally, should anyone wish to visit and have a look at a book or two and have a chat, they are more than welcome - I'll provide the books, just bring a 'tinny' or two.

*Mike Timperley*



THE CRACKERS CAFE, 142 HIGH STREET, LEWES,  
IS NOW OPEN ON SUNDAYS (10 A.M TO 5P.M.)  
AND IS STRONGLY RECOMMENDED AS A GOOD, BASIC  
TEAPLACE FOR GROUPS OF UP TO TWENTY.  
NEAR THE ONE WAY TRAFFIC LIGHTS.



## *HASTINGS & ST. LEONARDS C.C.*

For the second year running membership, participation in club activities and race entries have increased. Perhaps the most encouraging aspect has been in seeing more riders riding time trials in Kent and Sussex. Several newcomers to the sport had started with a few 10s and 25s last year and been getting fit to start lowering their times. This had inspired others and as a result members started getting together to send in multiple entries and organising shared lifts to events. A good team spirit resulted and what made it even better was seeing a steady improvement all round in results. Six members went on to ride their first 50s this year with Rob Dixon the most prolific with three rides at the distance. Their best times were very respectable: Nick Rukin (2.12.08), Rob Dixon (2.15.24), Archie Soan (2.15.46), Dave Dixon (2.22.18), Roger Barden (2.27.54), Dave Freeman (2.28.13): and will no doubt be improved upon in the coming season. Archie Soan and Rob Dixon went one further when they succumbed to the persuasive arguments that they ought to try a 100 and sent off entries to the ESCA 100. Archie (4.56.07) said "never again" after the event but in the New Year we are sure he will forget this rash statement made when the memory of the ride was still fresh in his memory. Rob Dixon (5.0.11) looked relatively fresh at the end of his ride and is still kicking himself for not putting in the fraction more effort which would have taken him better than evens.

Since no first claim rider had ridden a 12 hour this year a proposal was put forward that the club BAR be changed back to 25, 50 and 100. If that had been the qualifying requirements this year then training partners Archie and Rob would have had a very close competition which could have been even more interesting if Nick Rudkin had not been away on holiday for the ESCA 100. There was a long debate at the AGM with several noting the reduced number of longer distance events in the calendar and the reported smaller fields. The National BAR being 50, 100 and 12 was used as an argument against the proposal. Several thought there needed to be more incentives for riders to enter 12s. However, since Pete Baker moved to Lewes only Vic Butler has been riding twelves and also a twenty four when he improved the club record to 407.6 miles in 1992. With work commitments often taking Vic abroad the trophy has not been awarded on a number of occasions which was again the case for 1995. The vote eventually decided in favour of the shorter BAR in the hope that more members would now include a 100 in their programme. It was noted that the Percy Bliss 12 hour bowl is one of the most impressive club trophies and was always there for those who then decide to go one step further and challenge Vic for the honour of being the 12 champion.

One of the highlights of the season was the turn out of riders for the ESCA events in september. Only Lewes Wanderers fielded more riders over the weekend. Eleven members completed the 25 with Jon Sharples, taking a rare break from road racing, being our fastest with a p.b. of 56.59. New member Ian Welch, in one of his first races of the season, has ridden for Shaftesbury CC and RAF CC in recent years and was well below his best time in 1.01.14 with the ever improving vet, Nick Rudkin, doing a p.b. in 1.01.36. Their resulting team time was just 1 minute 46 seconds short of the club record set by the carpenters (M, S & T) on Q25/3 in 1979. The record could well have fallen if either Paul Panagi or Derek Addrison had ridden.

Paul produced the club's fastest 25 of the year in May with a 55.55 north of the Thames but was subsequently dogged by a series of mishaps which resulted in him deciding to cut his season short. Derek Addrison (and Ann) was away competing in a triathlon but could well have put in another good time following his ride on the same course in Eastbourne's August open when he finally went under the hour (59.27) much to the delight of everyone in the club. At the AGM it was noted that since we are becoming more active on the local time trial scene we ought to do more than occasionally provide a few marshals. Consequently Rob Dixon has put himself forward to lead in the club's offer to help organise the opening ESCA 25 in 1996.

After moderate support in May the club's Wednesday evening time trials picked up momentum and by the end of August the field of riders was up to 25. Derek Addrison was points champion for the third year running with Ann Addrison holding the lead in the ladies competition until the final event when Eileen Buckley edged ahead to retain her title. The weekly updates of the points table, courtesy of Rob Dixon's results service, kept up a keen interest in the competition for the runners up spot. Junior Chris Watkinson finally took the honour with a good ride in the last hill climb despite suffering with a heavy cold. It is a pity Chris did not get too involved in competition further afield, he could do quite well. He rode one Kent League race and comfortably held his own to take fourteenth place. One of the most promising aspects was the sudden influx of young members in August. An under 17s points table was introduced for the last six events and generated a lot of enthusiasm from the youngsters. Fourteen year old Tim Blower quickly got the hang of time trialling and would have topped the table but for a puncture in one of the hill climbs. Mountain bike riders Andrew Blick and Gareth Purves finished equal top on points with Andrew winning the competition on count back. The two sixteen year old girl triathletes did well and often pushed the lads all the way. Emma Warner was the only junior to ride a 25 (1.19.20) and could have taken the club's junior BAR if she had managed to fit another 25 in around her triathlon, swimming and running competitions. Joanna Hinde has recently been to Mexico as a member of the junior British triathlon team in the world championships. She included club events as part of her training and should improve her times significantly next year.

The most disturbing happening of the season occurred one Wednesday evening when three of the young lads had just cycled back into Hastings after an evening time trial. A car drove past them, the girl passenger hurling abuse out of the window, pulled up before the driver jumped out and proceeded to beat up Gareth Purves. He was quite badly shaken with a swollen, battered face and a blood spattered bike. Statements were given to the police but there was insufficient detail for them to find the culprit. It looks as if we will continue to see more evidence of road rage so if you're a victim try to get the car registrations and witnesses if at all possible so that some of the perpetrators can be brought to justice. Fortunately Gareth was not put off and turned up the following week to give it another go and has subsequently joined a number of club runs.

Chris Parker

## WILLIAM HICKEY

I couldn't fail to see a report in Brian Hutton's mag titled "What No Juniors". Brian's explanation for the shortfall of junior riders is that the clubs are actively discouraging riders from racing on the road coupled with the enormous cost of equipment. As the father of a junior, permit me to say quite categorically that the reasons why the kids are not racing has absolutely nothing to do with the clubs, price of membership or equipment. It is down to enjoyment; cycling competitively fails to attract because the buzz and personal participation is non-existent. The kids go for role models. Until the sport is constantly in the public eye no amount of enthusiasm or good intentions will herald juniors flocking to cycling until a household sponsor grabs our sport by the neck and runs it in a totally professional manner.

We need to learn from the triathlon experience where it seems the accent is placed entirely on enjoyment, where allowing for the intensity of the disciplines, there are many other activities running simultaneously including evening entertainment. I simply cannot imagine any youngster getting excited in going to a road race, being dropped, making his own way back, totally disillusioned and having his parents trying to give him some comfort, in a sport which is notoriously short on making strangers feel at home. I don't really think so.

I never see any advertising, apart from the vicinity of Preston Drive, but then I suppose you would. If the B.C.F. can get something right, it's advertising a track meeting, within fifty yards of where the poster is placed!

It followed that if the new velodrome in Manchester can barely get a thousand cyclists for an international meeting, what hope have we got in Sussex. The local football club attracts twice the number for two hours kick and rush.

Speaking of advertising, it is quite incredible to see one of the five U.K. banks now sponsor a Spanish team, or rather, co sponsor. Whatever are the B.C.F. thinking about even accepting this situation. I seem to recall the Nat West used to sponsor a U.K. team, albeit in a minor way, and now the man who came second in the Vuelta gets part of his wages from a U.K. bank. We should be asking a lot of questions, especially as our sport is bereft of funding. What we have to do is follow the old maxim "get bums on seats". How in hell can you expect people to pay between £10/18 to get in. The answer is to get the clubs to buy a season ticket, say for a year, say for £10, this would enable hundreds of members to see the racing, the upkeep of the stadium, should not be too difficult to fund from the private sector, this way you attract the crowds bot U.K. and foreign, throw in some six day racing and off course betting and we are there, why build a first rate track and not concentrate in every way to make it pay. Clearly what will happen is that the cyclists and interested parties will simply desert the venue and any subsequent meeting will be cancelled, the facts speak for themselves.

**W.H.**

