

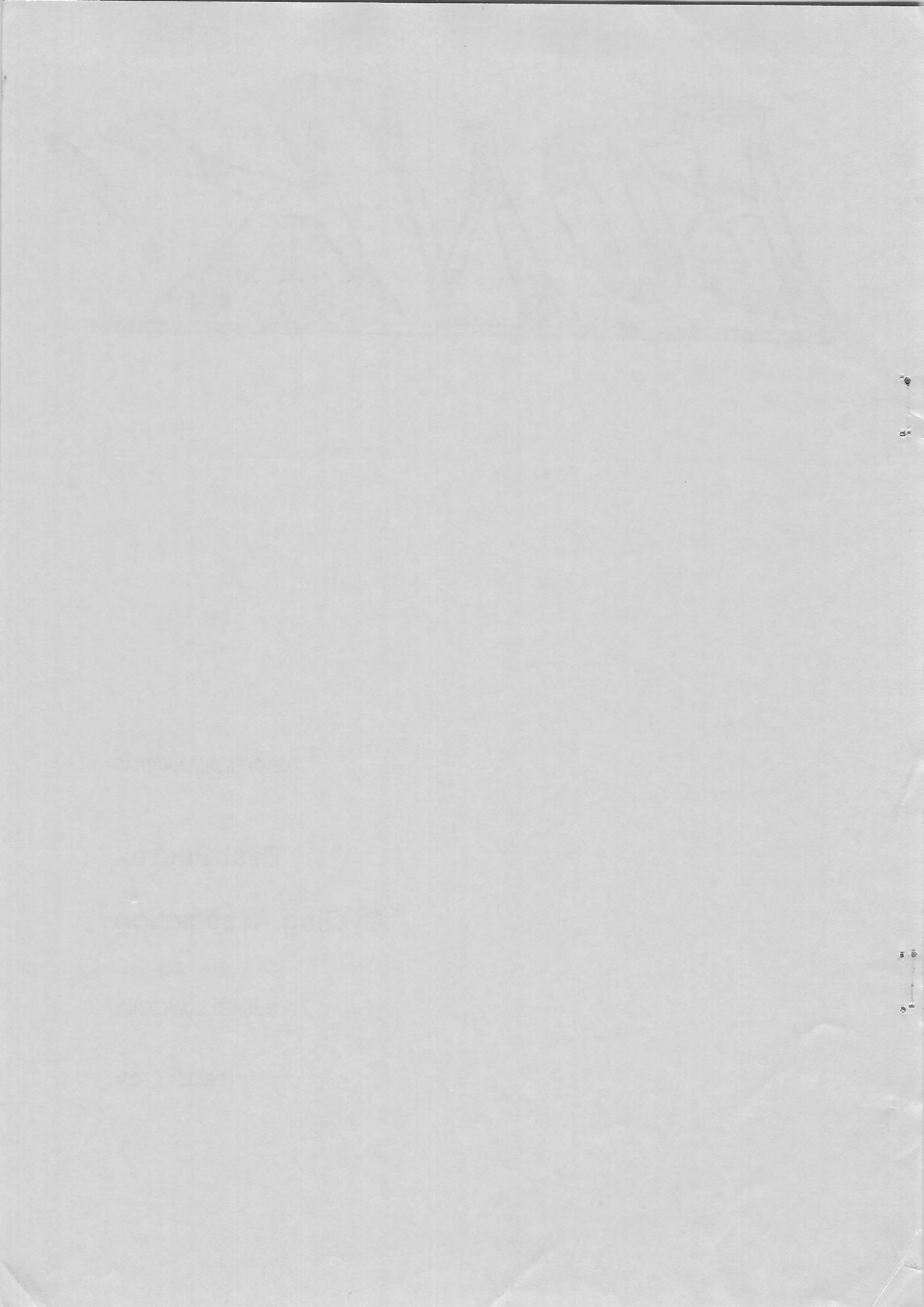
BONK!

THE OFFICIAL JOURNAL

East Sussex
Cycling Association

PUBLISHED QUARTERLY

PRICE 25p



EAST SUSSEX CYCLING ASSOCIATION



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New Series No. 76

Autumn 1996

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EAST SUSSEX CYCLING ASSOCIATION

ANNUAL GENERAL MEETING

TUESDAY, DECEMBER 3RD 1996

FRAMFIELD VILLAGE HALL

WILLIAM HICKEY

(Smarten Up Your Act)

Now we are all enmeshed into another season of chasing B.A.R. placings and beavering away at personal bests, spare a thought for Club Presidents, Secretaries and Club Captains. These are the people directly responsible for running the day to day affairs, organising your racing, directing policy and advising on a wide multitude of everyday activities, some not remotely to do with the Club, and, what is just as important, generating morale all through the season, not just at dinners (which can be a bit of an anti-climax).

Some Clubs in Sussex fall slightly short of the basic criteria of "keeping in touch" with their own membership, let alone welcoming new recruits. These are very sensitive times when a lack of interest by those in charge can lose a member. Either he migrates to another Club or moves out of the sport altogether; we must never get complacent, the odd phone call here and there to see how people are doing goes a long way, it doesn't take B.T. to draw our attention to personal contact. So how do we lessen defections to other Clubs?

Many times during the issues of BONK I have complained of the number of talented guys who have left their respective Clubs totally disillusioned with their Club's negative philosophy, coupled with a total 'blanket' of nil information to further their aspirations. This clearly shows up in our national performance which clearly has now become a national disaster. It can't escape the ESCA 'clubs' that once in a while a person with so much talent joins a Club and yet it is not nurtured because in general there is nowhere for the lad to go; there is no money available to launch him into a possible career and no lobbying to change, alter or improve. Cycling suffers more than most sports when it comes to promoting itself, it is really not enough to be 100% patriotic our access has to measure up to financial reward. The reports we hear of the inadequacies when we race abroad are legion. No proper road managers, totally under-funded, no cushion of equipment, no masseur, no doctor, no proper team controller.

This year has been a bonus for some Clubs, and misgivings to others. In order to evaluate the position more fully I took the opportunity of visiting the premises of Brighton Excelsior, that bastion of morality and free enterprise. Although, I have to say, you are still expected to pay for your tea and biscuit. Driving up to the official company office, I was immediately struck by the absence of any known motor vehicles. In fact I might have caught a duff evening. On entering these premises I had some difficulty in recognising anybody I knew. The tea bar, as usual, was not properly manned. Clearly the regular staff had been 'stood down' or perhaps they, too, had defected. Who knows?

I spotted a candle and crucifix on top of a piano in the corner. Strewth, what is this? Surely the Excel do not practice the black arts! I spotted the General Secs. wife looking totally bewildered, much the same as a shepherd who's flock has strayed. However, the knowledge that not everyone had left the Excel was a great comfort to me. It seems that in at least two cases the Excel could not compete with the money that was on offer elsewhere. Andy Payne is now on top money with the Stella and Mike Murray, who drifted in, quite liked the Etoile colours; really it was new job, new girlfriend, new Club. I like a man who knows where he is going! It also seems that the Regent have benefitted from the Excel migration. patent rights are pending on this exodus. The change of sponsorship was never really explained. A sponsor from M & J Cycles was not available for comment. Having now to make my own tea, part of the management of the Bike Store was holding a brief conference with other members in the tea queue concerning a twinge in his legs which has manifested itself since 1984. Quite what that can be about escapes me.

I have now positively identified the author of the poem that appeared under a nom de plume in the last edition. Whilst I am naturally flattered at being the centre of such a skilful piece of journalism, there were contained in that article some discrepancies. I will of course be taking the matter up with the rotweiler family at the next SCA Dinner.

I have had to cast my net further afield in order to keep myself updated as to what has been happening.

Firstly, big hands of congrats to Seymour the Elder for doing a 59.59 on E72. He has reluctantly agreed that both Sussex Nomads plc and Mr. Peter Roberts were partially responsible for making the time possible; we should also like to congratulate Laurie Leaney of the Lewes F.C. (or Loose F.C.) for a longish 57, and SPECIAL, SPECIAL congrats to Marina Bloom for a 22 '10' and a 57 '25', all on the same course. I hope this makes up for all the 'lean years' she had with her unidentified illness.

Turning aside to clothing, it could be a nice gesture for the trade to start halving the prices for trade teams that no longer exist. I saw in a well known shop that jerseys with le Grimont, Buckler, ANC, Castorama, etc. etc. are all priced the same as existing trade teams. Surely there is a case, or not a case, for advertising moribund companies.

I have just read Mike Rabbetts little cameo of 'Roy the Boy' in a booklet entitles "50 Years of ESCA". It is but a brief reflection on 'those were the days', when cycling probably dominated the nation at the expense of our country recovering from all the debris of the world war. Whilst it is a nice little study of various cycling activities during the last fifty years, it fails to give any real direction as to the Association's future. It would have been interesting for Roy to write a prologue himself and give us the benefit of his own views and hopes. There is no price shown on the copy, so I assume that ESCA commissioned this themselves and will be distributing some to all ESCA members!!

Finally I got caught by Dick Jones extolling the virtues of his Trade Union participation, but not before I had checked that I wasn't going to be asked to lock up the Clubroom, as has happened in the past. A last note to Rick, can I have a tape of the Bob Booker/Conoli album when it is convenient.

W.H.

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CENTRAL SUSSEX C.C.

Where to start.....?

Firstly, maybe that could be the right place, Ken Atkins' declared intention of riding the ESCA B.A.R. distances, this his 50th year of time trialling and their 50th year, hasn't happened as serious students of BONK are no doubt aware. he found that being a working pensioner takes time! he has, however, ridden his fastest 25 time for ??? years, during a weekend break in East Anglia last month, an unbelievable 1.3.20. To him the beating of his old clubmate (of forty plus years ago), Colin Roshier's father, Norman, and Sir Charles was the icing on the cake.

The Club Evening 10 series is in the past, until next May when we start all over again. LES ROSS took the award for the fastest aggregate of three events, with MARK SUSSEX as runner-up, but Mark returned the fastest time of the series by one second to take the G.N. Sayers memorial trophy from Les. The Joe James handicap trophy, again an aggregate award of three events, went to father STEVE FLOWERS, with son, juvenile MARK second and another juvenile ANDREW BURRELL third. We had our usual outside support from the Gatwick Racing Team and various other clubs sent members to 'sus' out the course. Roger Davis (Sussex Nomads) and a senior Lewes Wanderer being the most regular. But we didn't manage to entice Sean Yates to see what he could do.

MARK FLOWERS has qualified for the final of the G.H.S. 10 in Essex in a few weeks time. He took 3rd place in the local London South heat promoted by Esther in conjunction with a VTTA event. It was the first time that he had ridden an event other than the club's 10s. Rumour has it that he is in secret training in Yorkshire at the moment.

It is hard to keep up with the other juveniles and their exploits. Victoria Burrell decided to show father Howard how easy it is to ride 'no hands' but the road surface got in the way and she ended up with a broken arm and was unable to ride in the English Schools Championships at Aldershot the following weekend. Brother Charles won in his age group, whilst sister and brother Marianne and Andrew were less successful that weekend. Andrew seems to be putting the knowledge gained on his recent coaching sessions in Holland to good use by winning at Goodwood one recent Tuesday evening.

Les Ross and Mark Sussex are regulars at Goodwood both on Tuesdays and Sundays. Mark having picked up six points on his licence. Les hasn't totally given up time trialling and has the fastest 50 of 2.00.23 to his credit, while veteran Don Awcock heads the list at 25 miles with 58.39.

It has always been thought that veteran cyclists are an odd bunch and who am I to disagree, but nobody is left in any doubt when a mature businessman fast approaching his half century commences a track racing career this year at Preston Park and is really enjoying it. He admits to having to learn 'everything' about what happens in track events and seems to be learning fast. Here's to next season, David.

Perhaps the high spot of the Association Celebration 5 Mile event, for several people, was either beating or in some cases, catching Cedric Pearson for the first time in their careers, a happening that they didn't think they would ever achieve. Right Esther?

Deadline has passed as usual, so no more waffle from what used to be, fifty years ago, the westernmost club in E.S.C.A.

B.A.

EASTBOURNE ROVERS

The late season and dark nights with also the combination of fast cars (for those who can afford it - the bitter, jealous streak coming out there), not forgetting the women and drink, have led some of our 'big gear pushers' dedication stray to other avenues of interest, but not before laying claim to, not one or two, or three for that matter, but many time trial team records, a total which I now believe is in double figures. Riders such as Mark Brittle, Simon Prior, Paul Delani, Steve Willis, James Dear, Clive Willis, Colin Jones and even myself, all helped to break ten team records, if you, the reader, joined to maybe another Club, are now gasping at the combined team effort of the Rovers, then I do not suggest you go any further, as this material may be hazardous to your morale!

The longstanding 25 mile T.T. Club team record of 2.55.06 has now been broken three times, the Club 30 record broken twice, our even longer standing 30 mile team trial record broken by thirteen minutes and even the 100 mile record was superseded by three nut cases with nothing better to think of doing!

I don't think I would be forgiven if I didn't mention the happenings at the evening time trials which have sadly now finished, and firstly many thanks going to Jane, Dave, Ken, John, Dave, Ray and the old guy I always see at the Little Common Roundabout, without whom none of these races would have taken place. Anyway, the time trials, which Simon "the bullet" Prior won over all, but not without strong competition from the likes of Clive, Colin, Paul Lumley and Paul Simmons, who've done a couple of awesome rides. Also in the awesome rides category is Lewis Wood, who broke the 23 barrier but 'what were you on' Mark Brittle, after hearing rumours of 57 minute 25s and middle 22 minute 10s, some of us have thrown, sorry! placed our racing bikes in the corner of the garage and begun cleaning last year's dirt off our training bikes! Finally I come to mention our lady time triallists whom I believe have been there most evenings and putting in pretty good times especially Katie Oxborrow who's pushing many of the men down in their placings. Sarah Lade winning the 1st placed Lady's Trophy and Vicky Boyle, Marina Tullet and Jackie Mills not far behind.

Road Racing has taken a bit of a back seat so far this year but consistent placings at Goodwood Evening Series with Steve 4th over all and Paul 11th. Martin Toft has been showing the way to our vet road racers with some promising performances. Anyway well done to anyone and everyone. I am fed up with writing 'til next time.

Bitter Roady

WANTED, rather desperately.

A volunteer to promote the Association 50 in June 1997.

If **YOU** can spare the time to organise this event

please contact Mick Burgess ☎01892 661754

If your club is not promoting in East Sussex,

support this event by assisting with marshalling duties, please.

IT'S A LONG LONG WAY TO JOHN O'GROATS

I had spoken over the past few years to several friends and acquaintances who had tackled the Land's End to John O'Groats cycle ride. The most popular direction is south to north hopefully gaining the help of a south west prevailing wind. Bearing in mind I had just completed five months training with easterly winds, were the gods on my side?



Leaving Lands End

I decided to go in 1996. I did invite others to join me, but they either had to retire first or it was not convenient this year. My friend in St. Ives Cornwall, George Mead suggested it was essential to train with 30 to 40 miles every other day, plus longer rides like reliability trials and Audax events, with approximate mileage I might do on the End to End.

January this year, I put the plan into operation. I covered 100 plus miles a week and had long days with my East Sussex CTC friends on the Wednesday runs. By the middle of May I had completed 2,000 miles and felt very fit indeed. My weight had gone down from 14 stone to 12 stone 12 lbs.

My bicycle for the trip was a Marin 19" Hybrid 'Redwood', the most perfect cycle I have ever ridden for comfort. I chose Continental Top Touring tyres and kept them religiously at 75 lbs p.s.i. Using large Agu Quorum panniers which had bright yellow extra waterproof covers that helped me to be seen.

To get down to Cornwall, I hired a car from Eurodollar in Eastbourne. On Saturday 25th May, John Moore took me to pick up the car. At Newquay, George Mead collected me and took me to his home in Hayle where I had a lovely meal and stayed the night.

Day 1 - Sunday 26th May

At 9am on the Sunday morning George whisked me down to the Land's End Hotel. I had the Cyclists Touring Club 1,000 mile B&B route, plus photo copies of Ordnance Survey Landranger 1:50,000 scale maps which I had borrowed from the local library. I also had my CTC record sheet which was to be stamped at each nights stay or at post offices.

Once my sheet was signed in the Land's End Hotel George took the usual photos, I then put on my overboots and switched on my rear light as it was foggy and raining heavily. George kept me in sight until I turned off of the A30 towards the Minack Theatre and Penzance.

It wasn't long before I was confronted by my first of the Cornish hills. My lowest gear of 23 inches was not always the answer and as Reg Reynolds of the Catford CC quoted on his ride several years back "I was glad my shoes were well soled". I was soon swigging my Isotar drink and got through two bottles every day. Getting out of Penzance towards Marazion on the A30 was hairy as the Sunday traffic splashed past. The helicopters were sitting fogbound at the heliport waiting to take off for the Scilly Islands.

Truro, the county town of Cornwall, was a milestone to reach at 41 miles, average speed of 11.8 mph. I soon came across Christopher's Cafe with four loaded bikes already parked outside. Two of the owners were just off to John O'Groats taking three weeks and the other two, husband and wife, were taking several weeks with their own camping equipment. There were no direction signposts in the city and when one wanted information, i.e. directions, bed & breakfast or accommodation, the Tourist Information Office was closed on the all important day of Sunday.

Spotting a B&B sign when near St. Columb Major at 65 miles, I dropped down to the Wheel Lodge Country Club. The only room they had was the swimming changing room with a single bed and no heat or water. However, said the Manager, for £12 it includes a full English breakfast. At least I slept like a log for eight and a half hours.

Day 2 - Monday 27th May

Leaving on Monday morning my speed drastically reduces as the hills came more severe and frequent, but the wind was blowing on my left side. After 30 miles I arrived in Tintagel for lunch. The coastal scenery was awe inspiring, particularly at Crabington Haven, my computer by this time was playing up and I lost daily mileage, average speed etc. At least my CTC route gave mileage between towns. After 93 miles I found Elspeth Burne at Great Torrington, my bicycle was stored in a garage, I was worried that it was not locked but it did not stop me sleeping.

Day 3 - Tuesday 28th May

Choosing to stay south of Exmoor, I rode along the busy B3227 stopping at South Molton for a trip to the bank, then toasted sandwiches, a large pot of tea and two custard tarts at the cafe next door. To get to Bridgewater meant climbing up and over the Quantock Hills. Of course I arrived during rush hour which I don't recommend. I was lucky to find a Kebab stall and the owner, a Turk, made me a bacon butty. The last 20 miles through farm tracks and cobbles resembled the Paris Roubaix as my bike took a pounding on the rutted roads. It was dark and the air swarming with flies on the run into Cheddar. I found Mrs Patterson easily next to Lloyds Bank. 57 more miles done today.

Day 4 - Wednesday 29th May

It was tipping down with rain as I rode up the Gorge, coaches were arriving in droves. I stopped to send some cream home by post. After passing the Chew Valley lake the route veered to the east of Bristol and I then found my way onto the Sustrans, Bristol to Bath cycle path, which I must have ridden along for 5 miles or so. I passed through the villages of Siston, Pucklechurch, Westerleigh and Nibley. There were many places where signposts did not have the same names as those I required on my route sheet, so I asked the locals. I even asked a farmer the way, and he first insisted I look through his binoculars at the local fox who was sitting in a field looking for sheep.

When I finally reached the Severn Bridge I ate at the Aust service area, where I took my bike inside for safety, before venturing on to the bridge cycle path. Stopping half way to take a photo but finding it hard to stand still as the bridge was bouncing and swaying, as they said it would.

At the far side one enters the county of Gwent and a few miles through estates I was in Chepstow. I soon found Lower Hardwick House, Eileen Grassby had been an opera singer. She did say that as I was a racing cyclist I wouldn't want a fried breakfast. I had to explain that I was now a CTC Tourist and that I could eat a full breakfast. It eventually turned out that she did not have mushrooms, tomatoes or eggs, so we had bacon on toast. After so much rain, I found it difficult to dry clothes, I normally used all their coat hangers & and hung shorts, tops and vests all around the room.

Day 5 - Thursday 30th May

I normally had my alarm on for 6am and I would slowly prepare for the day, I had a roster for my clothes and rotated every three days, shorts, tops & vests. I would then shave with the essential cordless razor. To prevent any saddle soreness, and it worked, I splashed surgical spirit & then applied Cetavlex Antiseptic. I then massaged my legs with the Italian Record Pregara Impermea BIIC cream which kept my legs warm and the water out. After breakfast I would make up my Isotar bottles and repack the panniers.

I allowed time to photograph the Castle and Toy Museum but another hour passed finding the way out of Chepstow, locals saying one way and the policy another. Riding over a broken bottle gave me a momentary shock, but the brilliant Continental Top Touring tyres survived. My next stop was a street market at Ross-on-Wye, I bought an apple, orange and a banana as I had not touched any fruit since leaving home. Finding a pub I had a cream tea plus wonderful apricot madeleine cake. When I had completed 73 miles and knew I couldn't make Ludlow today I phoned and got digs in Leominster, which was only a few miles away. Outside the phone booth was a Little Chef, so I dived in for more tea, pasta and garlic bread. It was very comfortable at Highgate House, Mrs Shock allowed my bike in the kitchen. I had now completed 424 miles since leaving Land's End.

Day 6 - Friday 31st May

Today I was reflecting on the fact that this was my first tour since I was a teenager. It was the same excitement of striving to get to the next place, pressing on regardless of conditions of the weather, traffic etc. The main difference was eighteen extra gears, thermal vests and fabrics that were light and waterproof and could breathe, plus waterproof boots. The CTC route I followed was the 1,000 miles Bed & Breakfast which generally took me off of main busy roads.

In Ludlow I stopped at a cycle shop where I missed Hugh Porter by five minutes, I thought I would please Chris so I bought a Gan cap. I also took a photo of the famous Feathers hotel. I made good progress through Much Wenlock and Little Wenlock, having to climb over the Wrekin in blustery wet conditions. Some tough gradients greeted me at Telford so I could not spare time to see the Iron-Bridge. However I took a photograph of the history of the area on a stone plinth.

After feeding on the local cod and chips, I searched for a phone box in Market Drayton, several

B & B's were full, others did not answer. I eventually made contact with Jill Silvester at Loggerheads. I thought this was part of the town, but it was 6 miles out on the A53 road to Stoke on Trent. Getting dark, and wet once again but 73 more miles covered.

Day 7 - Saturday 1st June

As I entered the county of Cheshire it was so obvious that the terrain was flatter, after four and a half hours riding I entered Middlewich. Garden centre cafe's have always made cyclists welcome and I soon pulled in and secured my bike to a seat. Toasted ham and cheese sandwich, pot of tea and strawberries and cream gave me a new lease of life. Soon, I was into Greater Manchester. I saw my first triathlon event, the Manchester Man, dozens of cyclists in swimming costumes hurtled past. The organiser even coned off the correct route. My rendezvous with my friends from Bexhill John, June, Richard and Marc Moore was on the M6 at Charnock Richard 575 miles from Land's End. The boys were BMX racing at nearby Coppull. It was great to have contact with people you knew, and they were able to replenish my drink powder and vitamin bars, plus a change of clothing. I took in more pasta for the journey and it was very pleasant to relax in the evening with a drink in the Travel Lodge. I was even allowed my bike in the bedroom - can't be bad !

Day 8 - Sunday 2nd June

A vicious climb of Winter Hill greeted me as I set off to Belmont on the A675 and North Lancashire. Physically my body was running smooth like an engine, replenishing with tea, Isotar liquid & bars and the occasional pint. Food was mainly toasted sandwiches, pasta and cream buns when I could find them. I walked on the steepest of the climb, this I considered common sense, to rest the engine. It was on one of the long climbs a young lady on a racing bike caught me, I exceled and we rode together for five miles, until I made an excuse to stop for a drink - or rather to have a rest.

After getting lost in Blackburn (I saw the football ground twice) and stopped for food in Whalley, I was travelling through the Forest of Bowland, climbing up and over the 500 metre Great Harlow Fell. The view was magnificent and I was able to complete another roll of film with my small Fugi camera. I found accommodation after 68 miles. I had been riding for 10 hours and I was in North Yorkshire.

Day 9 - Monday 3rd June

It was a peaceful long climb Langdale Fell, until the road ran alongside the Penrith - Kendall railway, also the M6 and the A685. After Tebay in Cumbria, I passed through villages which ran parallel with the A6 slip road, but quieter and safer from the traffic. At the transport cafe the coaches were arriving from all over the country and passengers began alighting whilst I chained my cycle up and put on the waterproof saddle cover. It was 68 miles to the Nags Head in Brampton and I covered the last few miles at 25 mph, I'm really feeling fit. Although my room was in the roof it had heat and that meant vital airing and drying facility. I was informed by the landlord's daughter that on Monday's all restaurants close early, and the Nags Head was the same. However, she kindly rustled up a toasted sandwich and produced jam roly poly with custard for sweet.

Peter Lee

Catford C.C.: High Wycombe C.C.: Mid-Week Section.

(To be concluded in the Christmas edition. Peter enters Scotland)

EAST SUSSEX CYCLING ASSOCIATION
1996 B.A.R. RESULTS

<u>SENIOR B.A.R.</u> (25, 50 & 100 Miles)		<u>25</u>	<u>50</u>	<u>100</u>	<u>Av.mph</u>
1	SIMON PRIOR Eastbourne Rovers CC	57-38	2-05-02	4-29-19	24.100
2	R. TAYLOR East Grinstead CC	1-00-28	2-05-12	4-26-30	23.761
3	C. WILLIS Eastbourne Rovers CC	1-00-07	2-05-43	4-35-54	23.520
4	A. SOAN Hastings & St. Leonards CC	1-01-17	2-12-13	4-27-06	23.210
5	P. BAKER Lewes Wanderers CC	1-05-01	2-06-15	4-39-51	22.758
6	C. JONES Eastbourne Rovers CC	1-04-25	2-15-18	4-35-23	22.416
7	R. DIXON Hastings & St. Leonards CC	1-04-50	2-13-05	4-51-14	22.093
8	K. BALCOMBE Brighton Excelsior CC	1-05-07	2-19-08	4-49-23	21.777
9	L. HAYMAN Southborough & District Wheelers	1-08-14	2-18-08	4-44-22	21.600
10	J. SCOTCHFORD Worthing Excelsior CC	1-08-51	2-24-35	4-41-45	21.277
11	H. HEMSLEY Lewes Wanderers CC	1-04-22	2-30-00	5-11-04	20.864
12	T. WOOD Brighton Excelsior CC	1-09-30	2-27-35	5-00-19	20.630
13	M. BURGESS Lewes Wanderers CC	1-13-11	2-39-12	5-39-27	19.005
TEAMS: 1 EASTBOURNE ROVERS CC		S.PRIOR, C.WILLIS, C.JONES		23.345	
2 LEWES WANDERERS CC		P.BAKER, H.HEMSLEY, M.BURGESS		20.875	

<u>VETS B.A.R.</u> (25, 50 & 100 Miles)		<u>25</u>	<u>50</u>	<u>100</u>	<u>+ mph</u>
1	ROBERT TAYLOR 54 East Grinstead CC	1-00-28	2-05-12	4-26-30	4.235
2	C. WILLIS 53 Eastbourne Rovers CC	1-00-07	2-05-43	4-35-54	3.846
3	L. HAYMAN 63 Southborough & District Wheelers	1-08-14	2-18-08	4-44-22	3.337
4	A. SOAN 45/46 Hastings & St. Leonards CC	1-01-17	2-12-13	4-27-06	2.384
5	H. HEMSLEY 62 Lewes Wanderers CC	1-04-22	2-30-00	5-11-04	2.464
6	C. JONES 49 Eastbourne Rovers CC	1-04-25	2-15-18	4-35-23	2.148
7	K. BALCOMBE 45 Brighton Excelsior CC	1-05-07	2-19-08	4-49-23	0.897
8	M. BURGESS 61 Lewes Wanderers CC	1-13-11	2-39-12	5-39-27	0.470
9	T. WOOD 49 Brighton Excelsior CC	1-09-30	2-27-35	5-00-19	0.362

<u>LADIES B.A.R.</u> (10, 25 & 50 Miles)		<u>10</u>	<u>25</u>	<u>50</u>	<u>Av.mph</u>
1	GILL TREE Southborough & District Wheelers	25-35	1-06-16	2-23-50	22.315

<u>JUNIOR B.A.R.</u> (2 x 10; 2 x 25)		<u>10</u>	<u>10</u>	<u>25</u>	<u>25</u>	<u>Av.mph</u>
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No qualifiers

Lewes Wanderers

August gave us cause to be proud of two of our members: Alan Curtis, of course, for winning the bronze medal in the National Junior 25 Championship, and Pete Baker for a less well-known feat of courage in adversity. Alan has advanced in the space of a couple of years from a young novice on a heavy bike to one of the fastest juniors in the country. The transformation has been achieved mainly through his own efforts and natural ability, but also by the advice and encouragement of Pete Roberts, who made sure Alan had the right equipment. In the championship itself, Alan also made good use of the support of Simon Prior - by borrowing his expensive wheels. Sadly, like most of our other good juniors, Alan will have to join the big boys next year.

Pete Baker, on the other hand, has been a big boy for ages - in fact it won't be long before he's worrying about pluses and standards. It was in the SCA 12-hour that his vast experience of long-distance events and steadfast loyalty to his club carried him through an horrendous afternoon. Well, that's the story, anyway. It is said that he kept going through the pain, simply for the sake of the team. And it was his 211 miles - well below his best - which clinched our team success. On the other hand, during the event he was spotted sitting on a grassy bank, enjoying a slap-up meal *laid out on a table cloth*. Is that really the action of a man putting his club's interests first?

Our other two 12-hour riders deserve a mention: Chris Hill for his pb 249 miles, ridden despite his usual puncture, and Chris 'Mario' Martin, who finished a fraction under evens in his first '12' and as a result looks like being our club BAR. Chris M. had earlier had his chances of a good '100' time destroyed by a marshal's misdirection in the SCA event, but made up for it in the ESCA 100 (in which Chris H. was a punctured DNF).

The less happy side of our season has been the crash which put Dave Pollard out of racing action for a couple of months. He was run down from behind by one of those motorists whose first words afterwards are "Sorry mate, I didn't see you." Dave was lucky to escape with his life, but has made a good recovery and by August was rolling off his usual under-the-hour rides.

Our PBP hero of 1995, Tony Gale, lowered himself to the level of ordinary human beings by riding in the geriatrics five-mile time trial which was a feature of the ESCA anniversary meeting at Upper Dicker in July. What's more, he was fastest, in 13min.50sec., but was so disgustingly fit that he came nowhere near winning the Chainwheel Creek Trophy (see result sheet elsewhere in Bonk).

Riders in the ESCA 100, incidentally, had the privilege of witnessing an unusual sight: Mick Kilby performing his timekeeping and marshalling duties, *accompanied by a car*. Mick had driven to the event HQ and had intended to ride his bike to the start and a marshalling point, as usual. Then he discovered that he hadn't brought his cycling shoes - and his sandals wouldn't fit on his clipless pedals.

Rotrax

Under RTTC Regulations

LEWES WANDERERS CC
acting on behalf of the
EAST SUSSEX CYCLING ASSOCIATION
(President: Mrs. Sylvia Burgess)

announces the result of

**THE 50th ANNIVERSARY
FIVE-MILE TIME TRIAL**

held on Sunday, July 21st, 1996

TIMEKEEPER: Iris Stevens

HANDICAPPER: Michael Rabbetts

**Winner of the
CHAINWHEEL CREEK TROPHY
(based on arbitrary handicap)**

**ERNIE SPRAY
Hastings and St. Leonards CC**

**Fastest: Tony Gale, Lewes Wanderers CC
(receives out-of-date book on time-trial training)**

FINISHING ORDER ON HANDICAP

Hcap. posn.	Speed posn.		Handicap weighting affected by	Time
1st	13th	Ernie Spray	Heart bypasses, plastic hip, 1947 bike	20-07
2nd	14th	Frank Blake	Overweight; age given (16) probably false	20-58
3rd	9th	Esther Carpenter	Shape	16-30
4th	12th	Peter Crowsley	Bias towards tourism	17-22
5th	7th	Roy Siggs	General unfitness	15-29
6th	10th	Cedric Pearson	Aerodynamics ruined by excess facial hair	16-53
7th	8th	Peter Burbery	Too much pea-pod wine	15-50
8th	6th	Andrew and Ryan Attwood	Stoker overworked	14-59
9th	11th	Jane Lade	Looks fairly fit	17-16
10th	5th	Maurice Carpenter (Trike)	No pusher-off	14-17
11th	4th	Ken Atkins	Trying too hard (facial sweat)	14-10
12th	3rd	Ken Stevens	Too keen to be fastest	14-05
13th	1st	Tony Gale	Ability to do 400k. randonnees	13-50
14th	2nd	Charles Robson	Swanky helmet	13-52

PTT Diane Hayman/Les Hayman/Terry Collins (21min. late start: Stayed in pub too long) 21-57
DNS: Horry Hemsley (apology: also in pub) and Mick Burgess (claims he punctured on way to start).

Southborough Wheelers

A new club record! Two pubs in two days - both sold out of bitter! Warwick Dunford's reputation for a nose for the right pub took a dive this year. Firstly he selected the Fleur de Lis at Brenzett following the R.T.T.C. National 100. A fair sized gathering of the club had to make do with brown and mild (a treat for Les Hayman and Terry Collins) or Guinness - and then they ran out of Guinness. The atmosphere was lightened by Ernie Spray telling of even greater shortages on war time visits to the same pub.

Secondly, after the evening 10, two days later, Spider had chosen the Royal Oak at Haysden - headquarters of the Tonbridge Branch of CAMRA (Campaign for Real Ale). Thirsty club members arrived to find no bitter at all! At Sunday lunch a few weeks later we drank the Cranbrook venue out of Harveys so had to resort to John Smiths - Yorkshire's weedy answer to the Sussex best.

Talking about the conviviality of the lunchtime pub reminds me how disappointing it was to find that the old-timers centenary 5 mile race after the ESCA 100 started at 1 o'clock - peak time for eating lunch and quenching the thirst created by racing 100 miles. Southborough cyclists were seen in the Plough at Upper Dicker. Three of them, Les & Diane Hayman and Terry Collins scoffed a quick dinner and endeavoured to get to the 5. Too late. They met the timekeeper leaving. Undaunted, they rode a three up round the course in 22m 10s then repaired to the pub again to recover. How kind of the sun to shine that day on a gathering of 'ancients' at Dicker village hall. A pity there wasn't more enthusiasm for party games in the field.

Our event promotions this year have continued as strongly as ever but our racing side has dwindled to a trickle. Peter Fox went to the Alps with the Watsons and the Nightingales and competed in thrashes up such as Alpe d'Huez. They also booked in at the Paris finish of the Tour. He has hardly raced since he came back, blaming pressure of work. Tim Chacksfield has stopped racing for the same reason. Matt Scott retired when the pollen count rekindled his hay fever. John Harding's outings have been very spasmodic but he keeps very fit. He produced a 2.1.36 for a 50 - a 3 minute personal best at the age of 60. Keen competition for the Club B.A.R. in 1995 has not been repeated in 1996. Gareth Robb, last year's winner, bowed out after a spectacular spell of old fashioned bonk hit him at 90 miles in a 100, reducing him to walking back to the hall. He hasn't raced since.

There have been brighter moments. Gill Tree won the E.S.C.A. 50 despite doing the extra off course leg from earwig corner to Lewes roundabout and back. The Tonbridge by-pass still draws club riders. The inter-club 10 with San Fairy Ann in June attracted 54 riders (about half from each club). Maurice Carpenter has been racing his trike. Malcolm Martin has had several rides inside the hour and a third place in the Association 50. he tried his hand in the recent Kent C.A. 12 hour but picked the most blisteringly hot Sunday of the year. Like many others he started well but suffered badly in the afternoon. he finished, however, as did Les Hayman and Peter Holland. That in itself was quite commendable when half the field packed and of the 22 finishers on 12 exceeded 200 miles! Esther again made an excellent job of promoting with strong support from her family. Special mention should be made of Ernie Spray who marshalled at Rye (8.10am), Ashford (12 - 2.00) and on the circuit (3.00 - 6.00). Maurice Carpenter did three similar stints. Thank goodness for such stalwarts - our sport could never survive without them.

It's been quite a summer. The National 25 with huge crowds to honour both prizewinners and Roy Humphrey. The National 100 in Kent and the Vets National 100 combined with E.S.C.A. -all held in fine weather and providing safe and exciting competition. What more could we ask.

Roamer.

SUSSEX NOMADS

Another season slowly draws to a close and, with high expectations of another crop of 'last ditch rides' to win our coveted trophies. We are probably the only Club in both Associations who complete a B.A.R. programme over 10, 25 and 50 miles only. Our entire reasoning behind this is the simple formula that, as a small 'elitist' Club, we are catering for the entire membership in the season's competitions, rather than including a 'hundred' or, perish the thought, the quite awful 'twelve hour'. If we include either of these latter events, we have no B.A.R. since we have no riders with the ability to compete properly, as opposed to just finishing and making up the numbers. The only credible thing these days in amassing large mileages is the possibility of obtaining a standard medal for your age., which incidentally, you have to pay for, that finds its way into a drawer or an attic, never to see the light of day for the rest of your racing career. There can't be too much to say for this exercise since only the other day I saw a cardboard boxfull in a boot sale!!! Heaven knows who will pick this lot up.

Nomads have again been competing in Association events, the Surrey League and the Track. Adrian Morris looked after our four Club 10s on the 'SPOCO' course at Wineham Lane. Numbers fluctuated; the final 10 was two up affair, won in devastating style by Geoff Boore and Graham Seymour, who clearly is hitting a winning streak after his miraculous 59.59 on E72 and a straight out win in his Club's two up. What a performer!!

Some of Monsieur Alain's zip has returned and he is racing back to form with a twenty six minute 10 and some twenty sevens, and a 25 mile t.t. coming up in August. Roger Davis, prior to a trip in the Alps, scored some flukey times over G.B., but clearly since the season is not quite over, these matters will be put in their true perspective. Young Daniel, after clocking a 'working' 58.45 in a Mitre 25 did another 1.00.02 with the 'Snapper' doing a creditable 1.06.49 with new bike and computer. Barry Smith (1.03.), Andrew Hinton (1.08) and Roger (1.04) scurried around to record p.bs. on the ski course at Maidenhead, but G.B's 1.05 was abysmal; lucky he got in a 1.01.54 some weeks previously. Our President, Vernon Hyde has been half-wheeling Ken Smith, who completed a short randonee to Cambridge.

Goodwood and the Surrey League have now received the full attention of the Nomads to date. Both Kevin Harding and Paul Lipscombe (our overseas member) recorded individual wins. William Davis, Dan Bennett, Andrew Hinton, Barry Smith, Tony Kennedy and Nic Boore have had mixed fortunes at Goodwood in a number of the Sunday and Tuesday events. This, by and large, is a very attractive venue for racing. Time and money permitting it is well worth a visit.

We now have three lady members in the Club, so Regent, look out!

Events so far coming up are an all out attack on F1, E72 and H25/2, plus the Duo Normand Two Up in France. Social events shortly include a Nomad Special Quiz Night, Skittles Evening, Ten Pin Bowling Evening, Fish & Chip Supper and Club Dinner at the same truly competitive price. Next year we also hope to compete in the Archers Road race at Crecy with a much improved team, which will include John Woodburn looking for the fastest British entry, and John Bennett making a welcome return. John's form to date has been improving under our Sporting Director's carefully prepared training schedule. two 21 minute 10s, a 56 minute 25 and a respectable 1.56 for a 50. Looks quite promising.

Joint Managing Director

The Founder Member

I ease myself into my seat on the top table and gaze around the room. The toastmaster is calling members and guests of the Non Pareil Road & Path Cycling Club in to dine and I have time to study the burnished trophies, gleaming on a table, set in a prime position, and slightly elevated, at the end of the room. Most of them are huge; all are solid silver; some have two or three plinths, with all the winners names etched deeply in large letters on the bands encircling them. Embossed on the back of the thick parchment menus are the names of the 1996 champions. Every cup and shield has been competed for, from 10 miles to 24 hours on the road, and the sprint, pursuit, the tandem paced, the motor paced and the devil on the track. Even the grass track events have been contested and the roller events are an outstanding feature of the Club's year. Nowadays I understand, the roller competitions raise a great deal of money for charity and good publicity contributes towards the high standing of the Club. I feel a surge of pride. I was the founder member of the Club and all the trophies, at some time or other, have had my name inscribed on them.

I have never missed a Club dinner or, indeed, any other major function and have certainly seen some changes over the years. The enduring characteristic is the immaculate appearance of all the members. A lot of 'modern' cyclists sneer, call us old fashioned, but numbers have never dropped below one hundred and whatever the price, the Club Dinner is always over-subscribed. In all the years that the Club has been going only two venues have been used. The hotel that we patronised originally was destroyed, razed to the ground by German bombs. An ugly block of high rise flats now occupies the site. The hotel that we frequent nowadays is as lavishly appointed as the old place; the room is lit by crystal chandeliers, heavy napery enfolds the oak tables and the velvet covered chairs are plump and comfortable.

The service is very slick, there must be some serious equipment in the kitchens for already the waiters are collecting the cutlery and crockery from the fifth and final course and fussily arranging the coffee cups in front of each guest. The rather pompous wine waiter is taking orders for liqueurs. After the Loyal Toast the toastmaster announces 'Gentlemen, you may smoke' but very few people accept the offer. I have certainly noticed how that habit has declined. Once upon a time everyone would have taken out a fat cigar and puffed luxuriously whilst listening to the speeches.

I attend carefully to the first speaker, absorbing what he has to say. I am glad that the high standard of speeches has continued, in fact some of the young men are extremely humorous and interesting. I am also pleased that our Club has not succumbed to the recent idea of decreasing the number of speeches and I find myself leaning back with keen anticipation to listen to each address.

At last the final toast, every person in the room stands in unison and raises their glass. For a whole minute they stand immobile and await the toastmaster's words. He turns towards me and motions to my place, still furnished with cutlery and starched napkin, polished glass and heavy parchment menu. "To absent friends and our Founder Member, Lancelot Trace. May our future be as successful as the past one hundred and twenty years". Everyone responds as with one voice "Absent friends and Lancelot Trace, Founder Member".

S.E.

HASTINGS & ST. LEONARDS C.C.

The club is still in a state of shock and coming to terms with a tragic fatal accident on the club run of 11th August. Mark Caro was only 23 and had not been with us very long. His father came from the same region of Spain as Miguel Indurain and Mark had been inspired by seeing the Tour de France in the Pyrenees when on family holidays. Whilst at college in London he had set about getting fit with circuit training and plenty of miles. As a graduation present to himself he had only just finished putting a smart bike together from top of the range components. He was looking forward to finding out about the local road race scene and we were pleased with a rare find of an enthusiastic, fit young newcomer who had already set himself up with two good bikes and was rarin' to go.

The ten riders on the club run had gone through Jevington and then East Dean before descending towards Eastbourne seafront on the B2103. Martin Markowski (VC Bayeaux) was at the front when he took the sharp left hand bend at St. Bede's School and found a coach coming up hill, partially on the wrong side of the road. He instinctively knew the danger but could do little to warn those following. The next three riders had near misses before Mark came round the corner to face the coach with nowhere to go. Surgeons operated for many hours before Mark died late afternoon from the extensive internal injuries he received.

The family asked the club if riders would accompany Mark on his last journey from the house to the cemetery chapel. Five members rode behind a police escort and lined up along the crescent leading to the chapel as the hearse arrived. Eight more members and one Bayeaux member also attended the moving service. Hopefully we helped the family deal with their sad loss, his mother said that Mark would have appreciated the send off.

The decision was to continue with the last two club evening time trials and try and get everyone back on their bikes, resolving to keep in mind the risks that are always there, keep them in perspective and continue to minimise them where possible.

The time trialling season has gone well for the club with more members riding events for the third year running and most of them producing p.bs. One of the highlights of the season must be four members riding and completing the ESCA 100. No-one can recall such a good club entry in recent years as three of them bettered their only previous time for the distance and Jon Hollidge posted a very good time on his first attempt.

several club records for the fairer sex have fallen this year. Emma Warner broke the junior records for ten miles with 26.37 (was 28.04) and for 25 miles with 1.09.31 (was 1.12.23). Kerrie Cloke broke Emma's juvenile 10 record (29.27) on several occasions and it now stands at 28.05. We are checking that Kerrie is the first juvenile to ride a 25 and has therefore set a new record at 1.14.38. Eileen Buckley has broken the 10,15 and 25 women's records in the last three seasons and finally added the 50 to her list of achievements when she recorded 2.20.11 (was 2.31.57) on her first completed ride at the distance.

After his early season successes at time trialling Nick Rudkin has concentrated on road racing. We had hoped that he would lead the club team in the ESCA 100 but Nick decided not to do any of the longer t.ts this year. Several pundits said that he would be a marked man after he used his time trialling skills to good effect in the early races. If he was marked, Nicked showed the pundits that he was strong enough to overcome the attention in 2nd/3rd cat events as he took second place at Horsmonden and won on the Chilham circuit.

Chris Parker

C.T.C. East Sussex D.A. Mid-Week Section

For those who thought the Mid-Week Section consisted of ancient fuddy-duddies on clapped out machines (Peter Bratt excepted!), a bit of name dropping may change some views and encourage readers to turn out on a Wednesday for a ride with forty or so lively companions.



Yes, Ken & Iris Stevens (shown above) often join us and even more so now that the pair of them have chosen to retire. Of course the pace does tend to pick up when they're about, however, even they can cause a few eyebrows to be raised. Take our recent ride from Horam to Mayfield seated there in the sunny garden of the Middle House Hotel. Ken was spotted fiddling under the table and on asking Iris if he should continue she responded with a girlish laugh, and told him yes, do carry on! Something of a carry on it turned out to be for almost straight away Ken placed on the table a bare white leg! This he had somehow freed from the table with such skill it remained steady, thanks to Iris's thighs and not a drop of refreshment lost!

More recently demonstrating the age spread saw Barney Carpenter, prized from his favourite birds enjoying the company of a lively Ernie Spray drooling over the frequent trains passing by at the Berwick Inn. Also celebrating on the day, our latest octogenarians John Merckx and Jack Dunn recipients of the Mid-Week certificate and engraved plaque which recognises this milestone, others, already holders of these awards, like Yub Moore, were also out. A problem did occur earlier at the start of the run in Horam when the leader on the day, Dennis Jakeman, suffered a nasty knock on the shin which required treatment. Some friends stayed to help him and fellow founder member Fred Mehew took over the leadership.

Two other founder members Jean Steel and Grace Richardson followed a slightly more direct route accompanied, amongst others, Susan Drader, Joyce Wickens, Kathy Webster and Pat & John Christmas.

By a coincidence, possibly carefully planned, lunching at the Berwick Inn were the South East Section of the Forty Plus led by our own founder member Len Steel together with several other familiar faces.

All of these names together with many more join us frequently on a Wednesday - for the main ride, a slightly shorter ride or just to share elevenses or lunch. A very few turn out now and again for the sociable, leisurely rides which take place on a Saturday. These are enjoyed by those who can visit the supermarket some other time, leave the decorating or let the garden grow and take a pleasant ride with friends for an hour or so.

Mind you all this could change when the Annual General Meeting takes place at **Arlington Village Hall at 2.00 p.m. on Wednesday October 23rd**. Even the name of the section could be up for grabs as well as an opportunity to study the accounts and elect new officers - who knows even "BAGGY SHORTS" could be displaced. In any event those who attended last year, over thirty I think, and saw David slaughtered by Goliath (or was it ANITA?) won't want to miss any more similar encounters - see you there!

Baggy Shorts

(Below) It's never too soon to join the Mid-Week Section - **Hazel Gearing**



15.11.96



CLOSING DATE FOR THE CHRISTMAS EDITION

SOCIAL CALENDAR 1996/97

Sunday 17th November
V.T.T.A. Sussex/Surrey Group A.G.M.

Saturday November 23rd
Southborough Wheelers Dinner/dance

Sunday November 24th
E.S.C.A. RELIABILITY TRIAL & LUNCH

Sunday December 3rd
East Sussex D.A. Lunch

Wednesday January 1st
Southborough Wheelers '10'

Sunday January 5th
E.S.C.A. LUNCH & PRIZE PRESENTATION

Wednesday January 8th
Mid-Week Section Festive Lunch

Saturday January 18th
Eastbourne Rovers Dinner

Saturday January 25th
Brighton Excelsior C.C. Dinner/Dance

Saturday January 25th
1066 Annual Dinner

Sunday February 2nd
Surrey/Sussex Luncheon & Prize Presentation

BRIGHTON EXCELSIOR C.C.

Our big event more recently was the 75th Anniversary Party and photo at the White Lion, Thakenham (the same place we have trouble getting home from at Christmas). Approximately eighty turned up - parents and families, members and wives, etc, etc, making it a real 'old fashioned day out', everyone seemed to enjoy it. The velcro wall was not as sticky as we'd hoped - Anthony Rogers acrobatics enthralled the crowd. Clive also donned the 'sticky suit' also Ryan and too many to name tried to run up the wall.

Thanks must go to Bill and Steve 1 & 2 for making it a good day and putting up with us. Thanks to the barbeque cooks, well done!! The whole event hinged around having a large club group photo - three days to go and I suddenly found out that the photographer wasn't coming?!? Bit pointless going - still members rescued the day and all took various shots.

The next Excel social/cyclo/hike is the annual bus trip, to the Essex area this time. The group will leave Buckingham Park at around 7.00am on Sunday, 6th October. Contact Dick Jones for details. ☎ 01273 770047.

Racing achievements more recently in the SCA 12 hour, our valiant trio, Peter Fray, Keith Balcombe and Terry Wood did 223; 205; 214 miles respectively. Dave Shepherd won the event with a very creditable 264 miles. A brave effort considering the extremes of weather. Results in the SCA 100 miles were Paul Cook - 4.45.25; Peter Fray - 4.54.06 and Keith Balcombe - 4.59.28. In the ESCA 100 our riders were Keith Balcombe - 4.49.23, who was 22nd out of 44 riders and Terry Wood - 5.00.19 for 31st place. Well done!



The B.E.C.C. Club Dinner is on January 25th 1997. BILL POSTERS WILL BE BAND will be entertaining us again. All the usual extraordinary frolics and japes - come along and enjoy this exceptional event.

Safe cycling.

Excelsiorian.

SUNDAY NOVEMBER 24TH

EAST SUSSEX C.A. RELIABILITY TRIAL & LUNCH

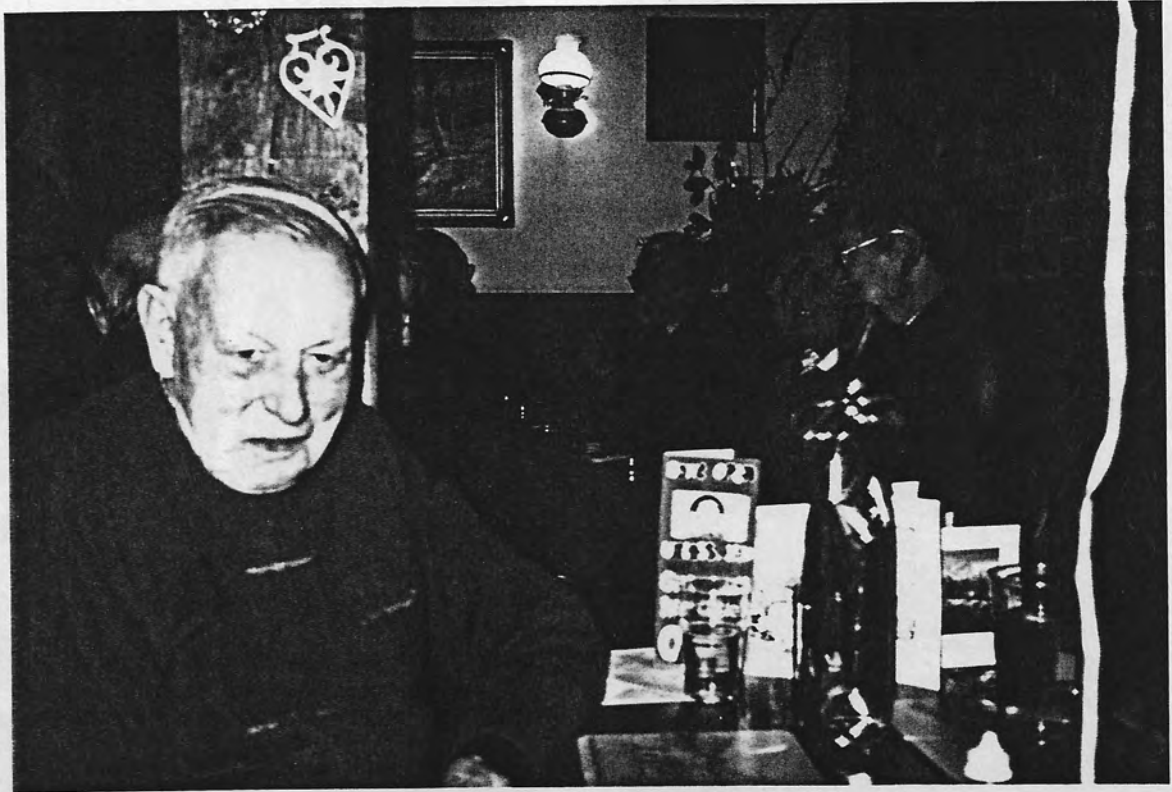
ENTRY FORMS, LUNCH BOOKING FORMS and COURSE DETAILS in this BONK

EXTRA FORMS AVAILABLE FROM YOUR CLUB SECRETARY

PLEASE SUPPORT THIS EVENT

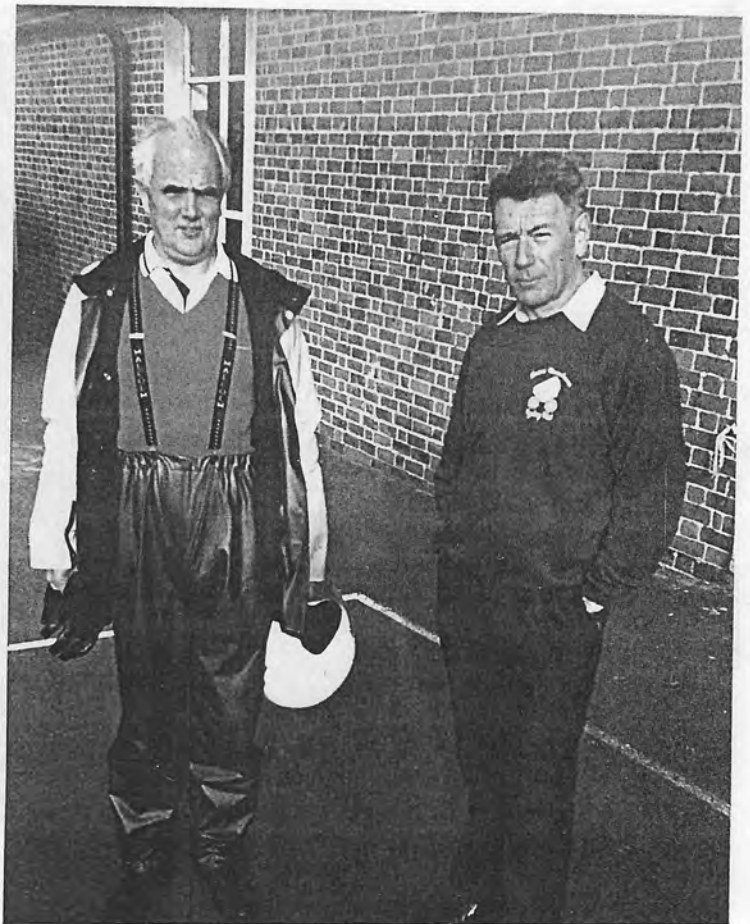
SOME HIGHLIGHTS OF 1996

ROY'S BIRTHDAY CELEBRATION



SOME HIGHLIGHTS OF 1996

NATIONAL 25 MILE CHAMPIONSHIP



GOLDEN OLDIES



EAST SUSSEX CYCLING ASSOCIATION - 50th ANNIVERSARY

50 MILE RELIABILITY TRIAL SUNDAY 24th NOVEMBER 1996

COURSE DETAILS

START at the King's Head, East Hoathly (TQ523163). Proceed up lane taking left fork. Then straight ahead to T junction with the B2192. Right (CARE) and then second left. At junction with B2102, halt and then straight across and down to Pounsley, where second right. Up past Wilderness Farm, take left fork to junction with A272 at Hadlow Down. Halt and the straight across (CARE) into School Lane. Straight ahead at crossroads, then take next left at Fordbrook. Over the railway to **1st Checkpoint** at left of grass triangle at Burnt Oak (8mls)

Straight across minor road (CARE) into Burnt Oak Road. On to T junction where left and almost immediately right (CARE) into Perrymans Lane. Single file to T junction with A26. Halt, then right (CARE) and almost immediately left into Oldlands Hill. Down over the ford and through Fairwarp to junction with B2026. Left and almost immediately right into Toll Lane. Take first left into Tylers Lane and proceed to T junction with A22. Halt, then right (CARE) and almost immediately left into Picketts Lane. Take left fork and then first right. Proceed to crossroads at Splaynes Green. Straight across (CARE) and on to junction with A275. Halt, then straight across (CARE) to Freshfield Crossways. Straight across (CARE) into Monteswood Lane. Under the Bluebell Line, follow road via East Mascalls to cemetery. Take left fork and proceed to T junction with B2111. Left and first right (CARE) into Snowdrop Lane. Up to T junction with A272 at Lyoth Common (22mls). Right (CARE) and proceed on A272 to roundabout. Straight on and then first left into Colwell Road. At junction with B2112, halt and then straight across (CARE) into Rocky Lane past Sandrocks. Over and under the railway, into Burgess Hill and down to mini roundabout. Second exit (RIGHT) and on to junction with London Road (A273). Left at first mini, right at second into West Street. At The Woolpack roundabout, take third exit and proceed down Sussex Way to a new roundabout. Take second exit and, in a few yards, you will be at the **2nd Checkpoint** by LP12 and opposite Wisden Avenue (27.4mls).

Cross road, remount and retrace to The Woolpack roundabout. Take second exit (straight ahead) into Royal George Road. At traffic lights, turn right on A 273 and then turn left at mini roundabouts into Queen Elizabeth Avenue. Straight on at first roundabout, then third exit at next roundabout up hill past Burgess Hill railway station. Take third exit at next roundabout into Keymer Road. Left at mini roundabout into Folders Lane (B2113). Straight ahead at Ditchling Common roundabout following signs for Plumpton Green. Right (CARE) at T junction, then second left into Honeypot Lane to T junction with A275. Right (CARE) and follow A275 to The Rainbow (36.9mls). Sharp left then first right (CARE) to Barcombe. Right at mini roundabout in Barcombe and on over the River Ouse to T junction with the A26. Right (CARE) and then first left to Ringmer past Church to B2192. Left and over The Broyle to the A22 at Halland roundabout. Straight ahead to **3rd Checkpoint** at Easons Green just before left turn to Palehouse Common (47.7mls).

Next right (GREAT CARE) into Beechy Road. Right at T junction and follow East Hoathly signs to **4th Checkpoint** at The King's Head, East Hoathly (50 1/2mls).

THE CHECKPOINTS

Each rider will receive a Start Sheet with map and **five** numbered Check Cards. Check Card No.0 will be given to the Timekeeper at the start. Check Card No.1 will be given to the Checker at the grass triangle at Burnt Oak (8mils). Check Card No.2 will be given to the Checker at Burgess Hill (27.4mils). Check Card No.3 will be given to the Checker at Easons Green (47.7mils). Check Card No.4 will be given to the Checker and Timekeeper at the King`s Head, East Hoathly (50.5mils).

CHOICE OF TIMES

Riders may choose to complete the course in 3hrs.05mins., 3hrs.30mins., 3hrs.55mins. or 4hrs.20mins. 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 4hrs.20mins. group will go off at 0830 and should finish between 1240 and 1250. The first 3hrs.55mins. group will go off at 0845 and should finish between 1230 and 1240. The first 3hrs.30mins. group will go off at 0900 and should finish between 1220 and 1230. The first 3hrs.05mins. group will go off at 0915 and should finish between 1210 and 1220.

Every effort will be made to put riders in or near the group of their choice but the number of entries received will have an influence.

Please remember that, as it is a much flatter course, it will be easier to maintain a higher speed, so do consider moving to a shorter time group

THE COST

The entry fee is still only 50p per rider! Entry forms are attached to this issue of BONK and additional forms will also be sent to each member Club. **The closing date for entries is Wednesday, 13th November.** Entries should be sent or handed to Charles Robson, 39 Winchcombe Road, Eastbourne BN22 8DE. To save extra work, 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 5 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, 5th January, 1997. However, if you would like your Certificate posted to you, please enclose a stout stamped and addressed envelope 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 3hrs.05mins. and 3hrs.30mins. 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.

THE LUNCH

As part of the E.S.C.A. 50th Anniversary celebrations, there will be a Special Anniversary Lunch at the King`s Head, East Hoathly, after the event starting at about 1315. A good three course lunch will be provided at the excellent value price of £6.90 with coffee or tea at 50p extra. There will be a choice of seasonal foods including vegetarian dishes. Beer, cider, soft drinks and wines can be purchased at the bar. A Lunch Booking Form is provided with this issue of BONK and further forms will be sent to each member Club.

The closing date for Lunch Bookings is Wednesday, 13th November. EARLY BOOKING IS ADVISED as seating is limited. You do not have to ride in the Reliability Trial 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" (not to E.S.C.A.).

GENERAL NOTES AND SAFETY PRECAUTIONS

As this Reliability Trial takes place during the East Sussex Cycling Association`s 50th Anniversary year, it is hoped to make this event a real celebration of cycling. Let us try and get over 300 cyclists on the road. The course is deliberately an easier one so that all members of the family can take part. Do not forget that 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 local residents so that we can come again. Each Group should assemble at the King`s Head 4 minutes before their start time and hand their Check Card No.0 to the Checker/Timekeeper. REMEMBER TO CARRY YOUR OTHER 4 CHECK CARDS WITH YOU.

Please use single file in narrow lanes and, if you come up behind horses, please shout a warning so that their 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 brakes are in good working order.

Please be especially careful crossing the main roads as the traffic is fast moving and we do not want any accidents. Look both ways for yourself before crossing.

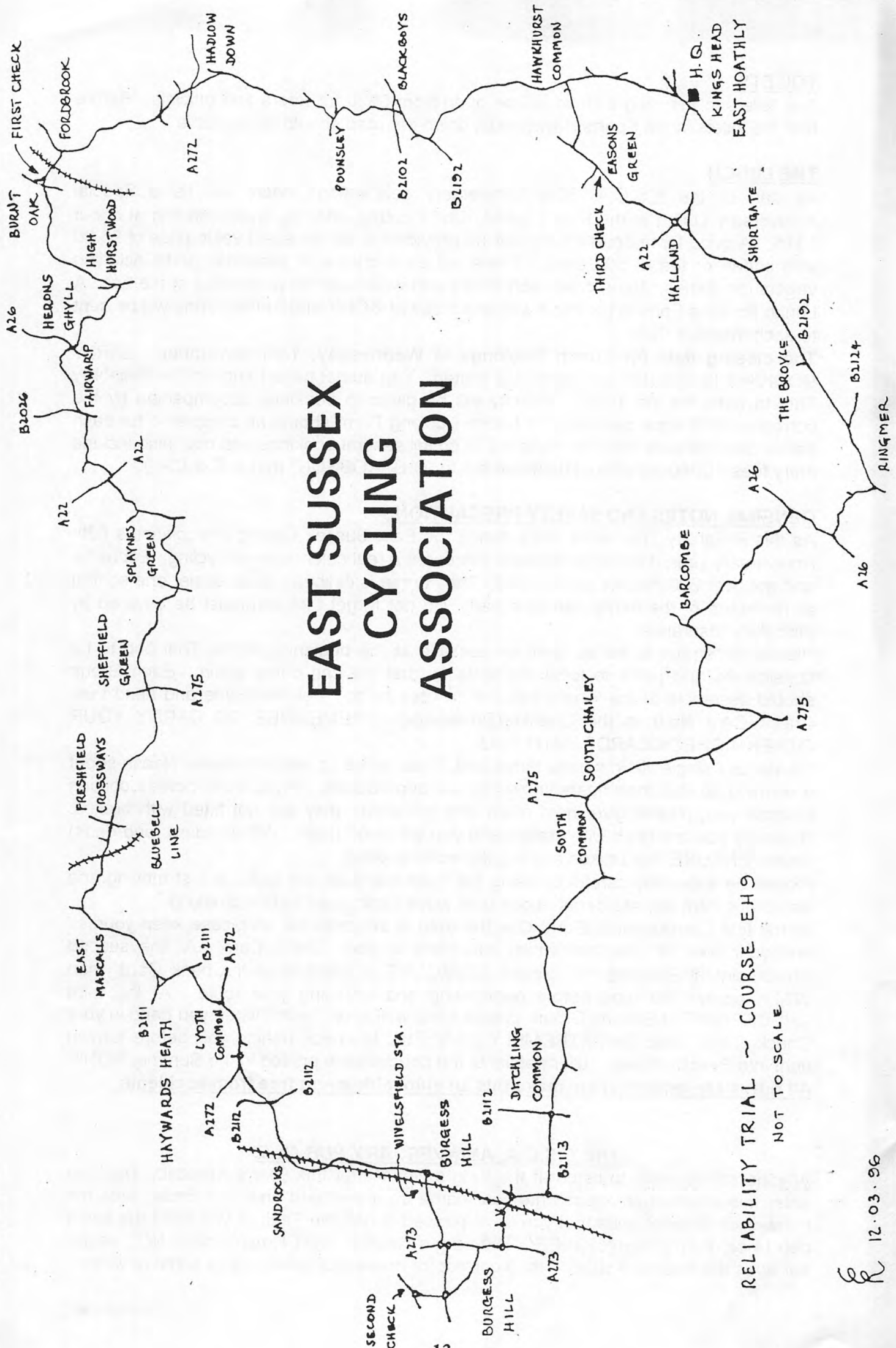
At the first Checkpoint at Burnt Oak the road is very narrow, so please keep yourself and your bike off the road whilst you hand in your Check Card. At the second Checkpoint at Burgess Hill, please DISMOUNT to hand in your Check Card, then WALK across the road before remounting and retracing your route. At the third CHECKPOINT at Easons Green, please keep well in on the left when you hand in your Check Card. Also be EXTREMELY CAREFUL to check behind you before turning right into Beechy Road. Fuller details of the course were printed in the Summer BONK

All riders are asked to help make this an enjoyable event free from accidents.

THE E.S.C.A. ANNIVERSARY PUB QUIZ

Anyone sitting down to lunch at the King`s Head after this year`s Reliability Trial can enter this simple quiz. Just write your name on a postcard and, in a circle, write the number of different pubs that you have passed during the Trial. If you pass the same pub twice, it only counts ONCE. The King`s Head at East Hoathly does NOT count, nor does the Halland Forge. First 3 correct (or nearest) answers win a bottle of wine!

EAST SUSSEX CYCLING ASSOCIATION



RELIABILITY TRIAL ~ COURSE EHG
NOT TO SCALE

R 12.03.96

EAST SUSSEX CYCLING ASSOCIATION
LUNCH BOOKING FORM

Please reserve me ONE seat for Lunch at the King's Head, East Hoathly, on
 Sunday, 24th November, 1996

NAME _____ CLUB _____

ADDRESS _____
 (PLEASE USE BLOCK CAPITALS)

THE MENU

Egg Mayonnaise or Cream of Vegetable Soup
 Baked Salmon or Roast Sussex Turkey with Chestnut Stuffing & Chipolata
 or Beef Normandy Style in Cider or Nut Roast
 Spotted Dick or Banana Split or Apple Crumble

I enclose cash or cheque for £6.90 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.

Lunch Booking Forms should be sent or handed to Charles Robson, 39 Winchcombe Road,
 Eastbourne, East Sussex BN22 8DE, **ON OR BEFORE WEDNESDAY, 13th NOVEMBER**

EAST SUSSEX CYCLING ASSOCIATION 50.5 MILE RELIABILITY TRIAL

ENTRY FORM

Please enter me for the E.S.C.A. Reliability Trial on Sunday, 24th November, 1996

NAME _____ CLUB _____

ADDRESS _____
 (PLEASE USE BLOCK CAPITALS)

I aim to complete the
 50.5 mile course in:-

3hrs.05mins.
 3hrs.30mins.
 3hrs.55mins.
 4hrs.20mins.

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, 13th NOVEMBER, 1996**

EAST SUSSEX CYCLING ASSOCIATION
LUNCH BOOKING FORM

Please complete this form and return it to the Club Secretary, 23 Wilford Road, East Sussex, TN39 5JF

NAME _____ CLUB _____
ADDRESS _____
PLEASE USE BLOCK CAPITALS

THE MENU

- Stuffed Chick or Roast Chicken with Potato & Carrots
- Beef & Kidney Pie with Potato & Carrots
- Baked Salmon or Roast Chicken with Potato & Carrots
- Egg Mayonnaise or Cream of Vegetable Soup

Please return this form to the Club Secretary, 23 Wilford Road, East Sussex, TN39 5JF. Please allow 2 weeks for booking. Cheques for £2.50 should be sent to the Club Secretary. On or before Wednesday, 13th November.

EAST SUSSEX CYCLING ASSOCIATION 20.5 MILE RELIABILITY TRIAL

ENTRY FORM

Please enter the form for the 20.5 Mile Reliability Trial on Sunday, 14th November, 1993

NAME _____ CLUB _____
ADDRESS _____
PLEASE USE BLOCK CAPITALS

- I wish to complete the 20.5 mile course in:
- 45-50 mins
 - 30-45 mins
 - 20-30 mins
 - 15-20 mins
 - 10-15 mins
 - 5-10 mins

I declare that on the day of the trial I will be riding on my own and will be insured by my Club's insurance. OR I am covered by the third party insurance of my Club's insurance.

SIGNATURE _____ DATE _____
Please return this form to the Club Secretary, 23 Wilford Road, East Sussex, TN39 5JF. On or before Wednesday, 13th November, 1993.