

# BOMK!

THE OFFICIAL JOURNAL

**EAST SUSSEX  
CYCLING ASSOCIATION**

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# EAST SUSSEX CYCLING ASSOCIATION

President Les Hayman

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## **EASTBOURNE ROVERS** / PHOENIX CYCLES

You'd think from the lack of reports in BONK this year (none so far!) that the Rovers were completely inactive. Nothing could be further from the truth. The Rovers are having one of the most outstanding years in their 103 year history.

It began with a win for Steve Willis in the April ESCA 10 in 22-12. James Dear took 3rd spot in 22-51, Glenn Cook 5th in 23-04 and Shaun Reed 6th in 23-05. First team went to the Rovers with Steve, James and Glenn beating the 1981 Club record by half a minute in 1-08-07. Sarah Coope was first lady for Eastbourne in 27-09.

In the ESCA 25 the following day, Steve Willis completed the double with a winning ride of 57-34. Jon Sharples was 5th in 58-58 and James Dear 6th in 59-05. This trio just lost 1st team to Lewes by 2 seconds. Clive Willis took 1st vet with a +11-52.

The next weekend saw the Rovers following Sean Yates in the Sydenham Wheelers 10 on the Tonbridge by-pass and the Worthing Excelsior 25. The first 3 Rovers home in the 10 - Steve Willis (21-43), Jon Sharples (22-01) and Mark Brittle (22-23) took another 2 minutes off the Club team record. Then James Dear came in with a 21-56 and the record was lowered again to 1-05-40. Shaun Reed (22-05) was unlucky not to be in the team. The event was won by Sean Yates in 20-00. Next day in the Worthing 25, won by Sean Yates in 53-23, the Rovers were dominant. Steve Willis (57-01) was 3rd, Simon Prior (57-27) was 4th, Glenn Cook (58-26) was 6th, Shaun Reed (58-37) was 7th, James Dear (58-42) was 8th, Jon Sharples (58-52) was equal 9th, the first 3 Rovers taking 1st team in 2-52-54.

In the SCA 50 Team Championship the Rovers fielded 3 teams taking 2nd place in the 'A' teams with Steve Willis, Shaun Reed, Glenn Cook and James Dear, and 1st place in the 'B' teams with Simon Prior, Lloyd Grayston and Clive Willis. Rovers also took 3rd place in the 'B' teams with John Taylor, Stuart Davis and Mark Cruttenden.

The Catford CC 10 on the Tonbridge by-pass saw the Rovers vets in action with Clive Willis (23-58), Colin Jones (24-15) and Charlie Robson (27-27) smashing the Club vets fastest team by nearly 2 minutes and breaking the fastest on standard team record by 2 1/2 minutes.

The Rovers vets were in action again in the VTTA (E.Anglia) 50 with Clive Willis recording 2-00-26, Colin Jones 2-04-34 and Charlie Robson 2-17-13 to take over 14 minutes off the Club vets fastest team record and adding some 26 minutes to the fastest on standard team record.

In the Unity CC 25 the following day, it was the turn of the younger Rovers led by Steve Willis in 52-40 and at last breaking Cliff Sharp's 1978 record of 53-31. Steve Willis was 6th fastest and the team was completed by Jon Sharples (54-38) and James Dear (55-29) establishing a new Club team record of 2-42-47.

Mid June saw 17 Rovers finish in the ESCA 50 including 2 ladies - Sarah Lade and Marina Tullett. The race was won by Steve Elms in 1-51-59 with the first 5 Rovers - Jon Sharples (1-58-15), Steve Willis (1-58-25), Shaun Reed (1-59-05), Paul Delani (2-00-05) and Simon Prior (2-01-26) - taking 4th, 5th, 6th, 7th & 8th places respectively. The Club team record was lowered 3 times - first by Willis, Delani and Prior, then by Sharples, Willis and Delani and finally by Sharples, Willis and Reed to 5-55-45, which was also good enough for 2nd team.

The Men's National 25 Championship over the two circuit course at Crawley saw the Club team record lowered again, first by Shaun Reed (1-57-10), Jon Sharples (1-57-18) and James Dear (1-58-05) to 5-52-33 and then by Reed, Sharples and Simon Prior (1-57-20) to 5-51-48. These 4 Rovers were placed 33, 34, 35 & 36th in the event, won by Sean Yates in 1-43-33.

Mid July saw the Rovers vets team of Clive Willis (23-36), Colin Jones (23-41) and Dave Cox (26-43) lower the Club vets fastest team record to 1-14-00 in the VTTA event on G10/87 with Graham Lade just missing out with a 26-49.

The next day saw 3 Rovers riding in the Essex Roads 100. the final leg of the course had been hurriedly revised due to traffic lights and, but for the hard detour, Simon Prior would surely have been inside 4 hours. As it was his storming finish took him to 2nd place in 4-01-27, beating the 1995 record of Steve Willis by over 2 minutes. Jon Sharples also produced a terrific ride to finish 6th in 4-04-29. The team was completed by Charlie Robson in 5-11-01, who was amazed to learn that the Rovers had got 1st team by 2 1/2 minutes from Essex Roads. Simon also claimed 1st handicap award.

The next Sunday was the ESCA 100 won by Steve Elms in a course and event record of 3-57-25. In spite of sickness and a puncture, Steve Willis produced a fine ride of 4-05-59 to claim 2nd place. Simon Prior, still recovering from his record breaking ride of the previous week, took 3rd place in 4-09-07 and the team was completed by another vet (though younger this time) Colin Jones in 4-29-53. The Rovers took 1st team and smashed the 1981 Club team record by some 16 minutes with a new time of 12-44-59. Simon took 2nd handicap and Colin 3rd handicap and 2nd vet on standard.

The last Sunday in June saw 5 Rovers competing in the Southend & County Wheelers 50 won by David Akam in 1-48-21. Jon Sharples produced a brilliant ride to finish 6th in 1-53-05 and, but for a tricky NE wind, might have beaten Cliff Sharp's 1970 record of 1-52-37. Steve Willis was 8th in 1-54-27 and Paul Delani (11th) completed the team in 1-54-56, which resulted in another new Club team record of 5-42-28. Clive Willis produced another good ride of 2-01-46 to beat Simon Prior by 2 seconds.

The Hampshire Road Club 30 saw more Rovers records tumbling. First man home was James Dear in 1-06-35, which beat Cliff Sharp's 1973 record of 1-07-19. Then Paul Delani stormed in with a 1-06-24 to claim another Club record. Jon Sharples was also inside the old record with 1-07-00. The Club team record fell first to Delani, Dear and Simon Prior (1-08-09) with 3-21-08 and then to Delani, Dear and Sharples in 3-19-59, which was 1st team in the event and these 3 were 1st, 2nd and 3rd fastest. The vets team of Clive Willis (1-11-07), Colin Jones (1-15-16) and Dave Cox (1-20-05) established a Club vets fastest record of 3-46-28 and a Club fastest on standard record of +32-07.

Early morning mist had cleared by the time the tandems went off in the Eastbourne Rovers Open 25 mile time trial on the 17th August. Andrew Smith (Worthing Excelsior) riding with Jan Scotchford (GS Stella) produced the winning ride with a 54-49. Conditions were near perfect - warm and dry with virtually no wind. The course was well signed and marshalled all the way round. The 108 solos were led off by Graham Lade soon followed by Sarah. Don Awcock (Central Sussex) was first man home under the hour in 59-52, hotly pursued by Lloyd Grayston in 59-05.

Then Simon Prior came in with a 57-33, which was good enough for 6th place. He was chased by John Taylor, another Eastbourne rider to get inside the hour with a 59-50. James Dear, off no.70, produced a superb 56-23, which was to gain him 2nd fastest only 22 seconds behind the eventual winner, Paul Woodman (Team 2000). The winning Eastbourne team was completed by Paul Delani (56-28) who was 3rd and Glenn Cook (57-14) who was 5th giving a total of 2-50-05.

Katy Oxborrow with a 1-10-33 took 1st lady just beating Marina Tullett (1-10-55) into 2nd place. The Rovers vets team of Clive Willis (+12-25), Charles Robson (+ 12-05) and Colin Jones (+10-11) set a new Club vets fastest on standard record, beating the previous record by 67 seconds.

There were 19 riders inside the hour. Also worth a mention is the class ride by Horry Hemsley (Lewes Wanderers) who finished with 1-3-59. Eastbourne fielded 21 riders who all finished. Here is a summary - James Dear (56-23), Paul Delani (56-28), Glenn Cook (57-14), Simon Prior (57-33), Lloyd Grayston (59-05), John Taylor (59-50), Clive Willis (1-0-51), Colin Jones (1-0-56), Tim Wells (1-2-40), Paul Charlton (1-4-48), Dave Cox (1-5-37), Neil Fordham (1-7-26), Andrew Hillman (1-8-26), Peter Piercey (1-8-42), Charles Robson (1-9-12), Graham Lade (1-9-50), Katy Oxborrow (1-10-33), Marina Tullett (1-10-55), Paul Simmons (1-13-13), Sarah Lade (1-13-16) and Mark Cruttenden (1-13-21). These results are subject to confirmation as I am writing this on the day of the event.

Meanwhile, down in deepest Essex, Steve Willis was riding the Leo RC 30. Steve went there to beat Paul Delani's two week old record of 1-06-24 and on the faster E5/30 course he recorded a sparkling 1-05-32. Steve now holds the Club 10, 25 and 30 records, but these are sure to tumble again next year.

In the ESCA B.A.R.'s Sarah Lade leads in the Ladies, Colin Jones leads in the Vets and Steve Willis leads in the Seniors with the Rovers team already assured of success.

That's enough of the boring stuff from me. Now I hand you over to our "ear to the ground" correspondent for some good old fashioned gossip.

STATMAN

*Firstly, if anyone is easily offended, do not read on. The racing season's nearly coming to an end. Club run kings Max (I'm going to beat you all) Norrell, Graham (no bottle, sex machine, or just good talker) Reed, Boyd (tanned man) Johnson and Dave (Boy) Cox are bursting with energy ready to give everyone a hard time. Watch out for up and coming Andy (Big Bird) Hillman - he's coming on all the Club runs with his new helmet hoping to attract some new friends. Simon Prior will soon be looking like a hamper as yet again he puts on more weight over the winter - 16 1/2 stone his record! Simon (2 bellies) Prior is also expecting an addition to the family anytime. Rumour has it that he has said to a few people "punch me" if he puts too much weight on. That should be fun!*

*There is an elite group of cyclists in the Club now. I think they call themselves the "Willis beaters". New members include Shaun (Pepperoni) Reed and Colin (I love myself) Jones. Colin will have to shave his beard off if he wants to go faster than Clive Willis next year. Clive`s got a secret weapon under his belt and he`s actually going to shave his legs! Shaun Reed has got Clive`s old Specialized trispoke wheels thinking he can go faster - sorry Shaun you`ve still got to pedal fast to go fast.*

*Paul Delani`s been thinking about joining a new club because Steven Willis has secretly entered the E72/30 to beat Paul`s new 30 record. Let`s hope Steven does go faster on the much faster course. Results in BONK next time round. Paul said "well even if Steven beats my time, when I actually do some training next year, I will smash the record again anyway."*

*James (Roe) Dear, now a Willis beater, has done some awesome times this year - keep taking the tablets James, they do work.*

*Latest news - Steven Willis must have been thinking of having a sex change when he entered the Chelmer CC 25 mile time trial on the E72. Turned out it was for ladies only.*

*Dave Cox thought he was on to a good thing when he arranged to do the Lewes Wanderers` 2-up 10 mile time trial on the last Monday evening with our Club Secretary Neil (SN) Fordham, who was actually on holiday at that time. Sorry chaps, just had to mention that!*

*One of our more senior life members, plus about forty other people want to know why the good results achieved this year have not appeared in the local press. What`s happened to Martin Toft(y) the hibernating policeman who is supposed to write these notes. Obviously interested in more serious crimes.*

*Jon (Pocket Rocket) Sharples was an early season good buy from Hastings & St.Leonards lower divisions. Not only is he potential Club champion material, he is also the best 50 mile time triallist in the Club according to everyone except Steven Willis.*

*I hear Colin Jones is looking forward to the ESCA Dinner to collect his 100 mile team prize and to hopefully sit next to Roy Humphrey`s daughter again. The earth moved for Colin last year or was it the black death mixture of coke and wine that made him merry.*

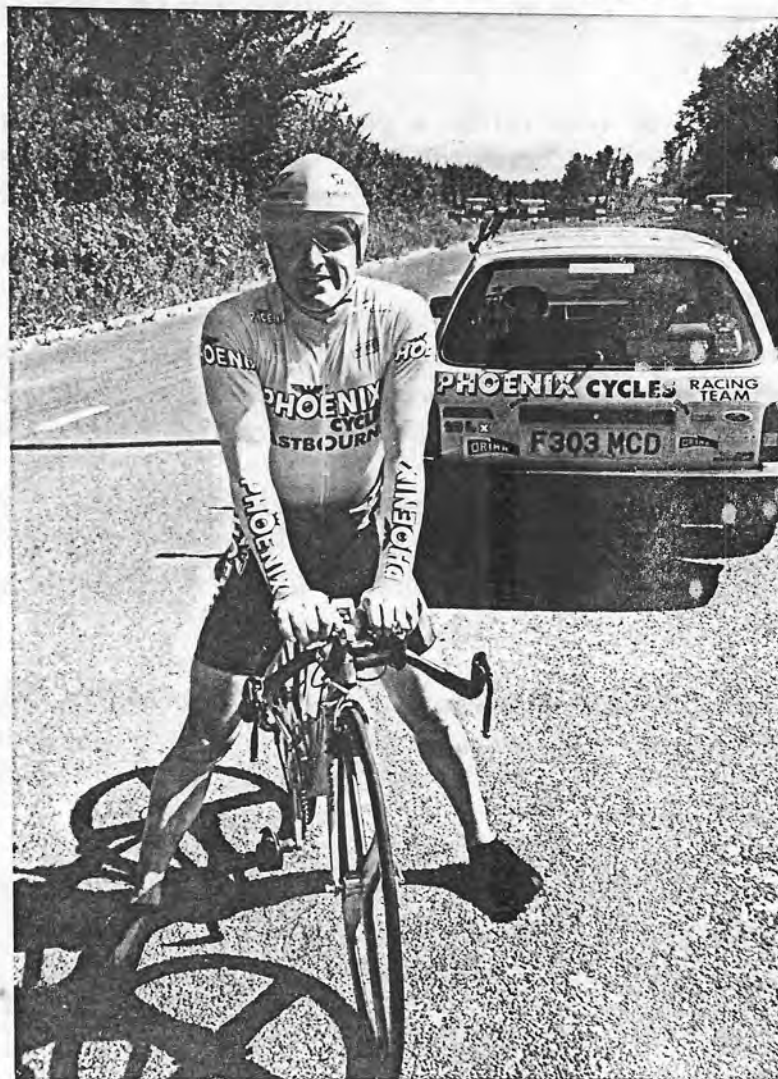
*I thought you would like to know why Max Norrell has not raced much this year. He knows he can break the end-to-end record polishing his fork crown, which took 36 hours. Don`t forget Max has got seven other unused bikes to wax after that!*

MORE FROM.....**EASTBOURNE ROVERS** /PHOENIX CYCLES

*Paul France and Neil Fordham, organisers of the Club mountain bike rides on Sunday mornings at 9.30am, would you please tell us where you meet? Ray Prior knows you`re out there somewhere because he`s seen you. Some of the mountain bikers said Paul France came out on a ride once and nearly had a heart attack! All of them including Jane Sundby (Ray`s daughter) have got much fitter due to regular attendance. Suggestion - Paul stick to time keeping and organising - you`ve been a true gem this year. The Club members take their hats off to you. We would also like to thank Jane, Sarah and Nicole Laid and Graham for putting up with them, plus everyone else who has helped this year including Charlie Robson, who is the hub of the Club. If I haven`t mentioned anyone, it`s because it`s your turn next time. Bye for now.*

EARS

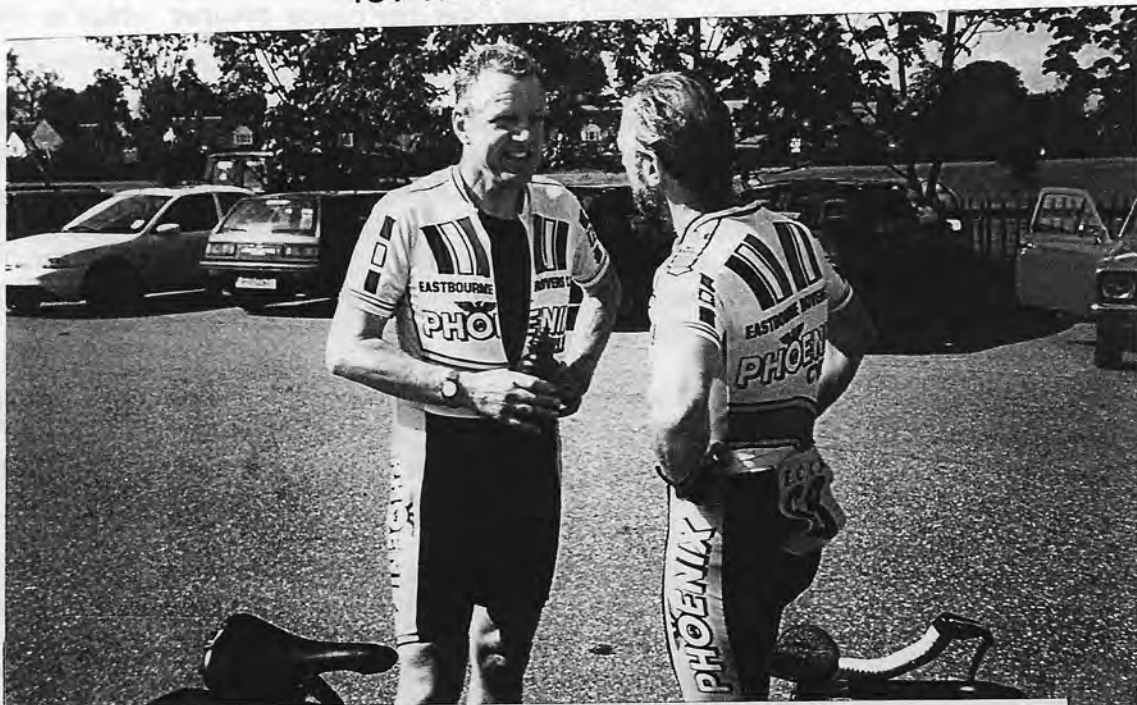
SIMON PRIOR AFTER THE ESCA 100



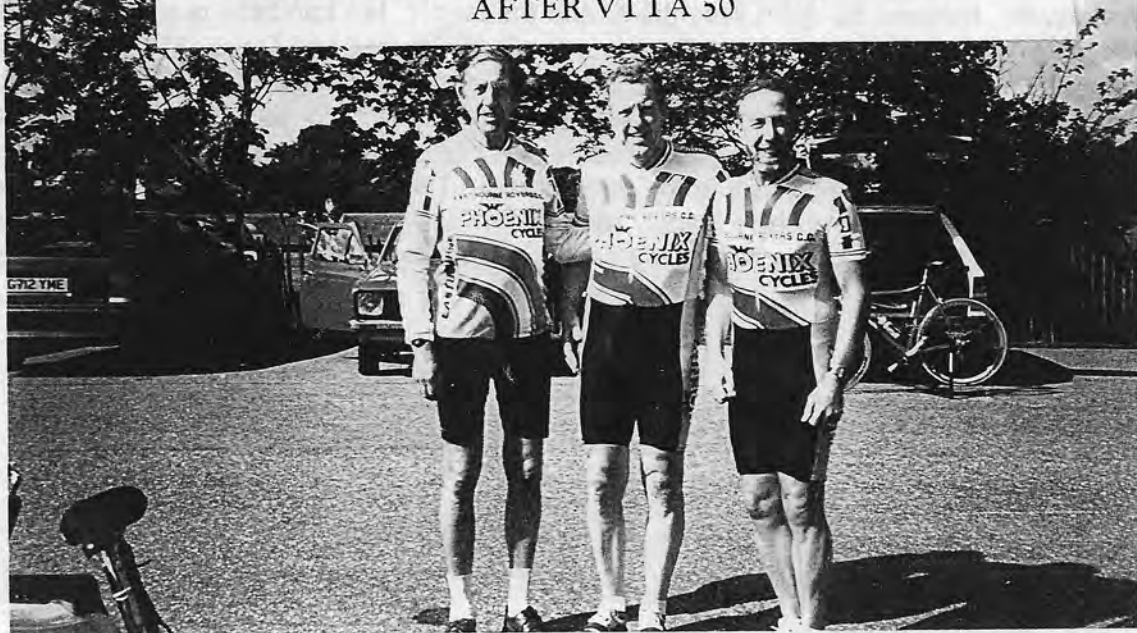




COLIN JONES, SIMON PRIOR & STEVEN WILLIS  
1ST TEAM ESCA 100



CHARLES ROBSON, CLIVE WILLIS & COLIN JONES  
AFTER VTTA 50



## WILLIAM HICKEY

Following on from last quarter's edition, I learn on the grapevine that defections are still the flavour of the year. The Worthing are now being counted very heavily so don't be surprised if Dr. Mark is seen waving his cheque book in that direction.

I received the information from discreet sources, so Deep Throat, West Sussex, your identity is truly protected, and now for the Alps. ever been there when the Tour hits town, well I hadn't up 'til now when I received a telephone call to join a pioneering trip of aficionados to sample the Tour 1997 style.

A quick minibus to Lyon some six hundred miles via le Shuttle to start with, then followed by a reconnoitre of St. Etienne to check out the course prior to the time trial the following day; so far so good, Alain, using his complete French vocabulary was able to comprehend road signs and negotiate lunch ratings arrears.

Driving duties were shared throughout the six days by Seymour the Elder, the prophet of Newick, with the occasional help of the managing director of St. Neots and twenty nine Nomads giving the occasional dissertation on cranes and their impact on society generally. Thru Basse Normandie, Central Val de Loire, Auvergne, to our final destination, Rhone Alpes. Whilst you have to contend with tolls, diesel is nearly seventy pence cheaper, which is cost effective when travelling in France.

The French are a little more alert than we are in dealing with motor vehicle traffic on the motorway, no rubbish, no road works, unrestricted speeds. The tolls are so positioned that no one gets out of paying, even small towns on the motorway have tolls. On to Lyon where Ronny faces the reality that this isn't going to be a four star hotel. He wasn't a happy bunny with the sanitary arrangements and when his worst fears were realised and the hotel ran out of cornflakes, there was no stopping his real frustration and appalling language. By this time Snapper was getting twitchy to tackle the Alps.

Parking the van halfway up St. Etienne we reconnoitred the course the following day, seeing Fred Shepherd en route. We understand he was doing a camping job in the area; it seems his son couldn't, or wouldn't, face his father's driving, so he cycled down from the U.K. with his tent on his back!!

Having stretched our legs, we then had to tramp across country to get to the time trial circuit the following day. To see the riders, including 'Chrisee' who was well on the way to being caught The last full day in Lyon we moved off the Annecy on the Sunday to a spot some twenty miles away from le Bourg d'Oisans, we dispatched ourselves, traffic was halted some fifteen or twenty miles to enable our team to get to the climb unmolested, we chose to hit the climb in twos to enable the crowd to memorise our race colours. Snapper led the way in the Nomads livery, followed by John Woodburn, and the leader, Ian Landless resplendent in his Lewes tunic. Next up for shouts was Seymour the Elder, myself and Dave. M. Alain, Ronny and the M.D. of twenty nine Nomads were sighted on the prior slopes. by van de Bruck, just before the end we caught the first of the Alpine showers, which continued to follow us back to Lyon. The Snapper and Dave Knight came off with cuts and bruises and subsequent stitches on hitting some traffic rails in the pouring rain. Time trialling to the nearest hospital, we were shown French hospitality literally, with a bon soir here and a merci bien there, we moved off for a good night's kip before the dreaded climb to l'Alpe d'Huez the following day.

To be a part, albeit spectators, of the greatest sporting event in the world was quite spectacular, no road rage, no aggravation, just thousands upon thousands of countless European general public lined en masse on an eighteen kilometre hill is unbelievable. Dressed as a Laurent lookalike I received rapturous applause from the moment I ascended l'Alpe d'Huez. Obviously the French appreciate my style and panache which is more than can be said for Graham Lade passing me whilst I giving my back a well deserved rest. In view of what he said I am asking Andy Sutcliffe not to print any more of his letters in C.W.

After seeing the aces and Pauline & Alan Strong, Ray Hughes, Fred again (God only knows where he camped for the night), a couple of Eastbourne shirts, some Addiscombe, a Worthing top; we didn't see the very lovely Lisa Thompson or her Regent cohorts; did she go? we ask. We all made our way back, it was virtually impossible to go down quickly, it reminded me of the retreat of Leningrad. Snapper punctured on the way back and got a crafty lift from a French photographer. Ronny and myself time trialled back and waited for the remainder of the peloton to chauffeur us back to Lyon. In place of a trip to Geneva, we decided to take in another stage to Courcheval; arriving at Annecy Y.H.A. we were all delighted with the conditions and quite breathtaking views of Annecy. This was our last cycling day so off to the first 4th cat. climb, Col de Columbiar, topping first was the Snapper, J.W. and Dave, followed by the rest; again magnificent crowds - the peloton was split all over the mountain, the last riders were nearly forty minutes in arrears. Taking some map reading instructions from M. Alain, we found yet another mountain to climb; this just about became 'Goodnight Irene', Snapper, J.W., Dave, The Elder and the leader left in reasonable order, I come in minutes adrift, M. Alain and Paul weren't seen again until later at the hostel we all met up and were regaled with tales of punctures, bonk, you name it...! The following day we cracked back to le shuttle only to be faced with a strike, so off again to the P & O ferry. Home at fourish in the morning and off to our various abodes. In conclusion a marvellous six days of whistle stop activity, lots of memories and plenty of two ups with John to enable him to chalk up some more age related national vet records, lots of climbing, we met some very nice people, the French were very friendly and they liked Laurent Fignon.

My thanks to the Sussex Nomads for yet another superb event and special thanks to M. Alain for his expert linguistic advice and its application on behalf of the group members.

There is some talk that the Sussex Nomads will shortly be negotiating their own training camp in Spain - something for the discerning club rider - at prices well within the range of most people's finances. Any further information, please contact the joint managing directors of the S.N.

Congratulations to Dave Jenkins, Central Sussex, who is shortly becoming a father. he also did a personal best in a recent club event, clearly these two events are linked!!

I hear on the grapevine that the Eastbourne have changed their colours once again and that the club name now only occupies a small part of the livery. Perhaps Eastbourne Rovers are about to change the name of their club, a few alternatives spring to mind. How about Phoenix/Import/Export, or Seaside Road Inc.Pty., or Robson & Lade (1997) Ltd. Speaking of Graham, I was informed by a relative that newly retired G.L. was seen finishing the ESCA 50 on his hands and knees, what is more his daughter put some six minutes into him. I know it's hard to be whipped by someone a lot younger, but six minutes Graham! whatever were you thinking about? and to top it all it's your daughter. I am fearful what G.L. would have achieved in a 100. Even the Snapper has failed to beat his father on a 25 let alone a 50. No Graham, this has to be your worst nightmare; I suggest you resign immediately from the Eastbourne and join Iris Stevens "thanks for the memory" brigade, who, I believe, meet weekly for a general 'wackabout' in the Hailsham basin.

I was speaking to M. Alain of the S.N. who admitted that he too had the misfortune to join a mid week section to get in some extra social miles. he tells me that the norm is about 10 m.p.h. and coffee breaks every half hour. I am sure Graham would welcome this. I believe Alain is in the phone book if you need more precise information.

Talking about irritating incidents, Ronny is now in his 65th year. Still chasing the rapid courses on behalf of the Looses, he tells me that once again he has been a victim of the blessed puncture syndrome. This time he was caught short at Steyning, taking over half an hour to remove his tyre, courtesy of Wolber Ltd. He replaced the inner tube only to find that not one but both of the spares he was carrying also had punctures, so in replacing the original he was back to square one. The moral of the story is 'where there's a wheel there's a way', so Ronny could only do the honourable thing, he rode back to the phone and got a lift back. In confidence he told me that this is the third time this has happened. Thank the Lord that Ronny did not accompany Matthew Rabbetts on his recent trip, he might have had to return to work to pay for the trip back to good old Blighty.

Matthew R. is off to Canada shortly, with I believe, a new job, a new wife and anew bike. We of the press brigade wish you well and bon chance. This now leaves his father without a projectionist assistant, which in reality is good news, since any future slide shows at the Looses clubroom may include a competent commentary on what is being shown since previously the commentary and slide manipulation were not always in unison or together - still, there you are folks, that's show business, the show isn't over til the fat lady sings.

W.H.

**The following was enclosed with Geoff Boore's B.E.C.C. 25 mile result sheet.**

Superman, Snow White and Quasimodo are out for a meal together and after a good few drinks they start boasting about themselves.

Superman says "I am the strongest man in the world" and Snow White says "I am the most beautiful woman in the world" and Quasimodo says "I am the most ugly person in the world". Then Superman says "Perhaps we should get this confirmed and then we can get in the Guinness Book of records". So all three go and see a panel of experts.

Superman goes in first and after a few minutes comes out smiling and says "Yes it's been confirmed, I am without doubt the strongest man in the world". Next Snow White goes in and very soon she comes out smiling and says "Yes it's been confirmed, I am definitely the most beautiful woman in the world". Last of all Quasimodo hobbles in and after what seems an eternity he emerges looking puzzled and very upset. Superman and Snow White both looking very concerned try to comfort Quasimodo and ask "What is the matter?".

Quasimodo says "Who the \*\*\*\* is Geoff Boore?"

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**SUSSEX CYCLISTS' ASSOCIATION**

ANNUAL LUNCHEON

SUNDAY DECEMBER 7TH 1997

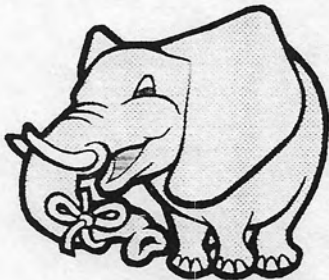
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**BONK CLOSING DATE NOVEMBER 19TH**

## **E.S.C.A. NEWS**

At the last ESCA management committee meeting (only three clubs represented) the following items were discussed and as a result the proposals below will appear on the agenda for Association A.G.M. on December 3rd.

1) **LADIES B.A.R.**

That this competition be decided over 10,25 and 50 miles, with one ride at each distance to count. All rides to be done in ESCA promoted events.

2) **JUNIOR B.A.R.**

That this competition be decided over 10 & 25 miles with one ride at each distance to count. All rides to be done in ESCA promoted events. Another suggestion is that m.p.h. system be abolished and a points system substituted.

3a) **AWARDS**

That team prizes in Association events be awarded on the time of the third member of the team.

- b) It has also been proposed that in respect of the 10 & 25 weekends there should also be an overall classification and prize list. This would entail extra work for the promoters of the events. Also to be considered - should this be on a times or points basis? how many categories? would it count for ESCA Points Trophies?

## **PROMOTERS WANTED**

Promoters are still required for two of the Association's 1998 events. If your club is not promoting an event for the Association in 1998, now is your chance to put that right. Ring Mick Burgess on 01892 661754

**Mick Burgess (Racing Secretary)**

# SOCIAL CALENDAR 1997/1998

October 4th

SURREY/SUSSEX GROUP TRAINING DAY  
Pease Pottage Village Hall

Friday November 21st

SOUTHBOROUGH WHEELERS ANNIVERSARY DINNER

Sunday November 23rd

E.S.C.A. RELIABILITY TRIAL

November 30th

V.T.T.A. SURREY/SUSSEX GROUP A.G.M.  
Pound Hill, Worth Road, Crawley

December 3rd

E.S.C.A. ANNUAL GENERAL MEETING  
Framfield Village Hall, Framfield

December 7th

S.C.A. LUNCHEON  
Wivelsfield Green Village Hall

## 1998

January 4th

E.S.C.A. ANNUAL LUNCHEON  
Framfield Village Hall, Framfield

Wednesday January 7th

MID WEEK SECTION FESTIVE LUNCH

Saturday January 17th

EASTBOURNE ROVERS DINNER

Saturday January 31st

FELLOWSHIP OF 1066 LONGMARKERS DINNER

February 1st

SURREY/SUSSEX GROUP LUNCH

## BRIGHTON EXCELSIOR C.C.

Well the S.C.A. (hot) 12 Hours has been and gone. Dave Shepherd's 267 miles was a great achievement. However our two novice twelve hour contenders did well considering the heat and it being their first try at this. Keith Pettifer managed a worthy 206 miles and Neil Garrett recorded 189 miles (perhaps he should have kept his mouth shut - it does cut down the resistance), mind you (I say) there were ONLY eleven finishers so they braved it and upheld the club name for us.

Our open 25 on August 3rd went very well with some very good times recorded. Lewes Wanderers took the team award with a creditable total of 2hrs 50m 46sec., with Dave Pollard who was fastest on the day [55.45], Alan Curtis [56.43] and Pete Roberts [58.18]. Great rides by all three. Natacha Maes, East Grinstead Tri-Club, was first lady [1.2.35] and first vet on standard was Peter Perry, Tooting B.C./Hamsey Lodge Press [57.40 = +16.09]. An exciting turnout by all and thanks to all riders on behalf of B.E.C.C. for their support.

Our lads and ladies must not go without mention - Lawrence Clifford [59.26], Alan Robinson [1.2.12], Paul Cook [1.2.30], Martin White [1.3.13], Alan Bowry [1.3.16], Keith Pettifer [1.3.20], Neil Garrett [1.3.30], Frazer Russell [1.4.1], Neil Shaw [1.4.50], Keith Moffat [1.5.11], Peter Parsons [1.7.31], Dan Clark [1.8.24], Sally Rogers [1.20.56]. Well done you lot, keep it up!

This event in the morning was followed by our annual picnic party at the White Lion, Thakenham from midday, need I say more - but I will. Some eighty plus turned up for this family occasion, the fantastic food being provided by BIKE STORE, WORTHING - Vanessa Attwood and helpers and a **BIG THANKS** to her for all her hard work and to Mike Murray for buttering the bread; and! the Attwoods can get more into that van than you'd imagine, including a bouncy castle for the kids. Also on site for the occasion the group that brought along several 'trick' virtually unrideable bikes, unicycles and juggling acts by them (and us). Paul Cook tried to lose his balls but Sue Balcombe found them and threw them in the air. it can be painful?! Also stilts were available for all to try, I think more people fell off everything that day than usual and even though the weather let us down later it was still a success, although the band had to retreat to the bar (with trombones gurgling, etc). Must get a ticket rack and 'pilinger' for Keith P. THANKS.

On an even lighter side we have several budding Pickle Makers, etc. Sloe gin is the next venture and Paul Cook and old friend Dave Stringer are working on this (for goodness sake don't add the pickled onions to the gin, Paul). I'm sorry about Stella's win on the raffle, having 'forced' her to take the jar of pickled onions I'm sure she'll *thank me* another time.

We are hoping to have a fairly strong group to ride the ESCA Reliability Trial in November so hope to meet up with some old pals there.

Back to racing I'm sure everyone gives a big 'thanks' for timing our tens with J.R's. adept assistance (see you in the PUB John).

Well, that's it for now.

Excelsioran.



## LANGUAGE & LIMERICKS

Those of you who know Wales, or have perhaps toured there, cannot fail, like me, to have been struck by the incredible permutations of L's, W's and Y's which characterise their place names, resulting in varying degrees of unpronounceableness. In my ongoing search for ever greater challenges in limerick composition I was scanning the Welsh classified football results when I came upon the following: Seven Sisters 6 - Ynysybwl 0. This was too good to miss!

Oh what a sad tale from Ynysybwl -  
Their fans think it's quite impermysybwl,  
Their eleven macho misters  
Laid low by seven sisters!  
Do they find that their team is still kysybwl?

Of course, some better known places also offer scope:

And now to thank those of Pwllheli  
Who, renouncing the lure of the teli,  
Went and planted the peaks  
With a profusion of leeks,  
And ensured a communal fwlbeli!

and

Don't forget the young lady of Rhyl  
Who insisted on using the pyl;  
She made her man Jymru  
His coming to Cymru -  
He's awaiting his progeny styl!

In cases where the English might find pronunciation easy, the Welsh often have an alternative up their sleeves - e.g. Cardiff is Caerdydd.

And here is what raising the faerdydd  
On the railway from London to caerdydd;  
Taffy went door to door  
By the use of M4  
And whitened the British rail haerdydd!

Looking for the ultimate in my road gazetteer I finally settled on Llanfihangel uwch Gwili, a hamlet near Carmathen:

At Llanfihangel uwch Gwili  
A resident thought "This name's silly!"  
But, rather than grouse  
He sold up his house  
And moved up the road to Broad Oak.

An in case any ardent Welsh Nationalist is reading this, please be assured - I'm only joking, rhyllly!

S.E.N.

## **SOUTHBOROUGH WHEELERS**

Southborough's 65th birthday was on May 18th. Fortunately the weather was brilliant and so was 'fun day'. More than one hundred people turned out to the White Rock pub at Underriver to enjoy an all day eating, drinking and games festival with old bikes and old boys on display. Many club members of fifty years ago were there, including two from the year of formation. Several visiting clubs also attended with a special birthday cake made by Veronica Hayward for those who were 65 this year (Maurice Spear, Maurice Carpenter, Warwick Dunford, Peter Stone, Arthur Dann, Ted Hill, John King and Alf Obbard).

Cycling type sports had been arranged on the "It's a Knockout" principle and half a dozen teams provided a memorable exhibition of limbo riding under a low bar, riding with jerseys stuffed full of articles, mending the puncture etc.

Maurice Spear had been responsible for overall organisation whilst Gwyneth, Veronica and Esther had done most of the work, including a splendid old style club tea for eighty or so in the village hall. The club youngsters had provided the muscle for setting up and moving chairs, tables, etc. It was quite reminiscent of the cycling gymkhanas held in the 1930 - 1950 period.

Racing has dominated activities since then with club evening events and local road racing claiming most attention. Road racing, that is, where possible because so many events have been cancelled this year. Our youngsters were at the centre of the big crash fiasco which hit the headlines recently - or at least they were on the edges. Nine of them were in the bunch approaching the Horsmonden finish when they met the car. Most dived for the bushes at the side of the road or stopped at the back. None were hurt. Only David Watson managed to escape at the front and hence earned a few points for his licence!

On the time trial front Malcolm Martin's 4.10.00 and Gill Tree's 4.44.21 in the Eastern Counties 100 are quite the best to date - or were until Gill improved again in the national with a 4.40.20. Colin Nightingale and Gareth Robb have had the edge in most club events though Peter and David Watson have both been under the hour in opens where the keen competition is closest. The Eastbourne 25 was a good example with Colin just inside the hour, Gareth and Peter just outside. The annual float day on the Tonbridge bypass arrived on July 8th for a club event. Most of the twenty seven riders did personal bests with three 21s and seven 22s among them.

A newcomer to the club is Carl Streeter a former judo champion. A broken back left him paralysed and he took up cycling as an exercise that might help become active again. His steady improvements at ten miles show that cycling really is the best therapeutic sport possible - as Ron Hayward has already shown.

Peter Fox has now moved to Norfolk. Peter Crofts has recently returned from a CTC tour to Sumatra and threatens to race again next year. Tim Chacksfield and John Watson have left work (retired seems an inappropriate word) and intend to race seriously - but that's so easy to promise when next season is eight months away.

The proximity of this year's Tour de France attracted thousands of British cyclists across the Newhaven-Dieppe ferry. Mark, Colin, Andrew, Martin and Gareth squeezed their camping gear into a Golf GTI. Les and Diane took their bikes and were surprised to meet Graham Lade and Jane at their hotel. In three days they also saw the Hastings, Gravesend and San Fairy Ann contingents and a multitude of cyclists from further afield.

With such a beautiful month as August has been we should be seeing more people awheel. I hope you're one of them.

*Roamer.*

## MID-WEEK SECTION

Wednesday rides continue to attract cyclists from far flung outposts of our county, many and varied are the people who join us. From time triallist Alan Limbrey and tricyclist Chris Peet in the west to our coastal friends in Bexhill and beyond in the east.

A large gathering assembled at Horsted Keynes in June to meet our friends from the S.W. London Wayfarers. This annual get-together is very popular, allowing Jean & Len Steel, Clem Armstrong and Grace Richardson to meet up with old riding companions. Ray Dare was among those who rode the whole distance from Surrey although there were a few, such as 83 year old Tom Fish who were train assisted for part of the way.

A few weeks later we made our way to the other end of our cycling area with a lunch venue at Crowhurst. Elevenses were taken at Scolfes, Boreham Street, which is now under new management. We haven't used this cafe for some time as the previous proprietress rather frowned on sweaty cyclists; the new owners found that nearly forty customers arriving all at once were difficult to serve with speed with but this is a problem that we are encountering at most of our elevenses locations. Jack & Mary Dunn coped far better when nearly as many visited them in Buxted on a very hot and humid day. It was good to see Mary in control of her own kitchen after her second hip operation and grateful friends made donations for charity before they left for Coleman's Hatch. We were pleased to see John Merckx who, much to our regret, has recently moved to Horsham. However he rode all the way to join us at Jack's and spend time in our company.

Unusually the Section enjoyed a Sunday outing in July when they celebrated Yub Moore's 90th birthday at Ripe village hall. "Irises ladies" as they are politely referred to in our refined circle provided a scrumptious tea for fifty people including a super birthday cake courtesy of Rose Hill, and when everyone had eaten and drunk to saturation point, three of his special friends, Barbara Hall, Iris Stevens and George Spratt regaled us with memories of times past that they had shared with Yub & Phil. Dot Collins, on our behalf, then presented Yub with a framed Patterson print and a special card, drawn by Roy James and signed by all present. Chris Peet took a photograph of all the guests and this too has been framed and will be given to Yub at our Anniversary Lunch. It was with reluctance that we assembled to see Yub and his son and daughter in law set off for Ringmer and prepared to make our separate ways home.

In spite of a number of our regular riders being absent on last minute holidays we still have sixty people (the maximum acceptable) booked in for our Anniversary Lunch at Bodle Street Green on September 10th. Fred Mehew will lead the ride from the Old Loom and will take special care of Dennis Jakeman, who missed last year's 'do' because of a foreign object which lodged in his eye when he leaving elevenses, necessitating a visit to hospital. Ken Griffiths will be presented with his "80th Birthday Salver", bringing the number of recipients of this Mid-Week award to six.

Baggy Shorts

# VETERANS' TIME TRIALS ASSOCIATION

## Surrey/Sussex Group

(Affiliated to the RTTC)

Social Secretary:

7 The Avenue, Brockham, Betchworth, Surrey, RH3 7EN  
tel: 01737 84 36 01 (work: 0181 652 4710)

### COACHING DAY FOR VETERANS

Saturday October 4 at Dial Post Village Hall, Sussex

Those of you who were at the annual dinner and prize giving in February will remember that Damian Coleman was one of our speakers. Building on the contact made that day, Damian offered us a full day's coaching in the autumn, specifically tailored to the needs of veterans.

Armed with an honours degree in sports studies and a PhD thesis on the energy demands of cycling, Damian has been beavering away in Kent, at Canterbury Christ Church College, for the past 18 months on the veteran cycling project.

The study has involved taking detailed measurements and recordings from over 80 riders, from the world Veteran Champion to some of our local 10-mile time trial riders... indeed Damian's willingness to talk to us is a measure of his gratitude to those Surrey/Sussex VTTA members who volunteered to take part in his detailed testing process... so thank you Dennis Worster and all the rest.

The veteran cycling project studied the effect of age on time trialing, training and training habits.

Conclusions are based on laboratory results on pedal cadance and climbing, the various veteran cyclists having been tested for blood lactic acid/oxygen composition and the like.

How the above influence performance in the veteran cyclist and how the vet can reduce the effects of ageing will be dealt with in four one-hour sessions on Saturday October 4. The timetable for the day is:

morning		afternoon	
coffee	9.30am-10am	lunch break	12.30-1.30pm
session 1	10am-11am	session 3	1.30pm-2.30pm
break	11am-11.30am	break	2.30pm-3pm
session 2	11.30am-12.30pm	session 4	3pm-4pm

Tickets are available from John Leitch (details above) and the price is £5 for the day....so come along and get your winter training off to a good start.

## LEWES WANDERERS

There were these two old blokes lying by the side of a country road in the middle of the night, both dead to the world. Both were unshaven: in fact, one had the makings of an untidy beard. They were obviously in need of a good bath, and it was many days since their rudimentary clothing, sweat-stained and worn, had seen the inside of a washing machine. Give them a good kick, however, and they would have jumped to their feet like young gazelles and run to their bikes, parked nearby, shouting "Eighty miles to the next check! On! On! On!

These frightening individuals are known to us as The Two Tonys. They are not so old as they look, their faces having become lined through long hours of staring into the sun and moon as they complete one long-distance Audax ride after another. The climax of their mile-eating exploits this year was the 1300km. London-Edinburgh-London. Tony (Gale) and Tony (Longhurst) started and finished this ride in Doncaster, which gave them the chance to celebrate in Nottingham with Paul Gibbons and Matthew Rabbetts, who'd been off-road in the Peak District. In fact, they were led astray. Matthew and Paul enticed them into a Latin-American dive, where much drink was taken and many young women aroused lustful thoughts. A pair of tight leather trousers almost unhinged Tony L, but he sadly admitted that he was 20 years too old and anyway his bottom was still very sore.

Our racing oldies have also been putting themselves about a bit. Pete Roberts and Dave Pollard, whose petal-soft skin belies their veteran status, both got down to 53-minute personals in an August '25'. The trouble is, we had no third man, so were unable to add to our extended list of team wins. Still, Pete must have been pleased to put one over on Dave, if only by a few seconds, after months of being beaten by one of his upstart pupils. Nigel Siberry is another young vet who's been going faster than ever. Not for him the caffeine and other wonder-drugs favoured by the foolish: he discarded his derailleurs and double-clangers and reverted to the fixed wheel of his youth. The result has been a string of personals and Uckfield's happiest estate agent. Ken Stevens, who is even older than Nigel, was just as chuffed after riding his first '50' in 21 years. His 2-18-44 gave him a club record 'plus' of 27.31 on his age standard. And his granddaughter, Isabelle, has started winning cycling awards at the age of six-and-a-bit months. She was the youngest rider in one of the CTC's 1066 randonnees. Time-trial awards, of course, have never kept up with inflation. Horry Hemsley rode a couple of events while on a cycling tour this summer and pocketed a few quid; but with much less effort a week earlier he'd won a £40 watch in a golf match.

What we testers care about most, though, is the glory of our sport. What could be better than a 12-hour ride along the A24 and A27 on a boiling hot summer's day? As strong men (and a woman) wilted in the heat of this year's SCA 12 it made one proud to see the few survivors (including Andrew Razzell and Horry Hemsley) struggle round the finishing circuit. A local paper nominated Andrew for its Sportsman of the Month title. The winner gets a cut-glass tankard and £100 to spend on a party at a pub. If you haven't received *your* invitation to the knees-up yet, either Andrew didn't win the title or you forgot to congratulate him on finishing one of the epic events of the 'nineties.

**Rotrax**

**EAST SUSSEX CYCLING ASSOCIATION - 45.8ml. RELIABILITY TRIAL**  
**SUNDAY 23rd NOVEMBER 1997**

**COURSE DETAILS**

START at the King's Head, East Hoathly (TQ523163). Turn right and proceed to The Shaw roundabout. Take second exit, left into Back Lane at Halland, left at T junction with B2192 (care) and ride along The Broyle to Half Mile Drove (4.25mls). Turn left and at T junction with B2124, turn left and shortly right signposted Glynde. Left at T junction, ride through Glynde, over the railway and round to the right to T junction with A27. Turn right (great care) and proceed to Beddingham roundabout (9.09mls).

Turn left on to A26 and ride via Tarring Neville Newhaven. Under the A259 to a mini-roundabout where right, following Town Centre signs to join the A259 (care). Follow the one way system keeping in the right hand lane. After the A259 goes off left to Peacehaven, cross with care into the lefthand lane and take the first left signposted Piddinghoe. Proceed to Piddinghoe taking right fork as though you were going into the village but stop immediately at **Checkpoint 1** at the large grass triangle, which will be on your left. (15.65mls.)

After handing in your card, ride to the end of the grass triangle and turn left to T junction with main road. Turn right (care) and proceed via Southease to Lewes. Cross the cobbles and down to the mini-roundabout, where left into Bell Lane (21.05mls). Down, round and up to the traffic lights by Lewes Prison. Straight across and on through Offham and Cooksbridge to take the right fork at The Rainbow Inn. At T junction, turn right signposted Newick. Over Longford Stream and up to next T junction, where right and almost immediately left to Newick. Follow Church Road to T junction with A272 (29.17mls).

Turn left (care) and then first right (great care) into Newick Hill. Out of Newick take first right, not signposted but Liable to Flood!. You will soon see Fletching Church spire on the horizon. Down across the River Ouse and on up to Fletching, where right at T junction by Church to **Checkpoint 2** (opposite Wealden Recycling point) (31.09mls).

Continue to T junction with A272. Straight across (great care) and turn left at next T junction. Down through Shortbridge and left up the hill to cross the Uckfield by-pass. On to traffic lights at Uckfield. Turn right down the High Street keeping in lefthand lane before lights. On up the hill to the next traffic lights, where left into Framfield Road. After climbing Bird-in-Eye Hill, take left fork into Sandy Lane,

Straight across at crossroads signposted Framelle Mount. After 30mph sign, take small left fork. Left again at T junction. Proceed down hill taking second left. At next fork, keep right signposted Hadlow Down. Up to Shepherds Hill, where right signposted Blackboys. Take next left by telephone box signposted Hadlow Down. Up past Ewbanks Farm to take next right signposted Cross-in-Hand (Great care as this is a blind corner). After Fairlight Glen Farm, take next left (unsignposted) and down to T junction, where right (care) past Southern Aviaries to **Checkpoint 3** by large wooden shed just up the road on left (41.01mls.)

Proceed to T junction with B2239 (41.7mls.) Halt and then straight across (care) into slip road and up to T junction with B2102. Straight across (Great care) into Warren Lane. Down to Roser's Cross, where bear right (ignoring small lane) and down Brittenden Lane to crossroads. Straight on into Moat Lane and down to T junction, where right (care). Proceed up hill to take left fork signposted East Hoathly. On down lane to **Checkpoint 4** at the King's Head, East Hoathly (45.8mls).

(CRIESCART 97)

## 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 Piddinghoe (15.65mls). Check Card No.2 will be given to the Checker at Fletching Church (31.09mls). Check Card No.3 will be given to the Checker just past Southern Aviaries (41.01mls). Check Card No.4 will be given to the Checker and Timekeeper at the King's Head, East Hoathly (45.8mls).

## CHOICE OF TIMES

Riders may choose to complete the course in 2hrs.45mins., 3-10, 3-35 or 3-55 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 3-55 group will go off at 0830 and should finish between 1215 and 1225. The first 3-35 group will go off at 0840 and should finish between 1205 and 1215. The first 3-10 group will go off at 0900 and should finish between 1200 and 1210. The first 2-45 group will go off at 0920 and should finish between 1155 and 1205. NOTE: Start times may vary slightly dependent on the number of groups. Every effort will be made to put riders in or near the group of their choice.

***Please remember that it is a shorter course than usual without much climbing, so normal Club riders should be comfortable in the 3-35 or 3-10 groups, which only require average speeds of 12.78mph and 14.46mph respectively.***

## THE COST

The entry fee is only 60p 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, 12th 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, 4th January, 1998. However, if you would like your Certificate posted to you, please enclose a stout 9" x 6" 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 3-10 and 3-35 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

There will be a Special Cyclists' Lunch in the hall at the King's Head, East Hoathly, after the event starting at about 1300. 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, 12th 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

This is the day when we assert our right to ride the roads of East Sussex. Let's make this event a real celebration of cycling. Hundreds of riders have enjoyed this event since it was restarted in 1985 and we can easily cope with over 200 riders in this year's event. This will be the 10th Reliability Trial based on East Hoathly and you have had a different course every year so far. The course is a fairly easy one and also shorter than usual so it should be a good day out for any cycling family. 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.

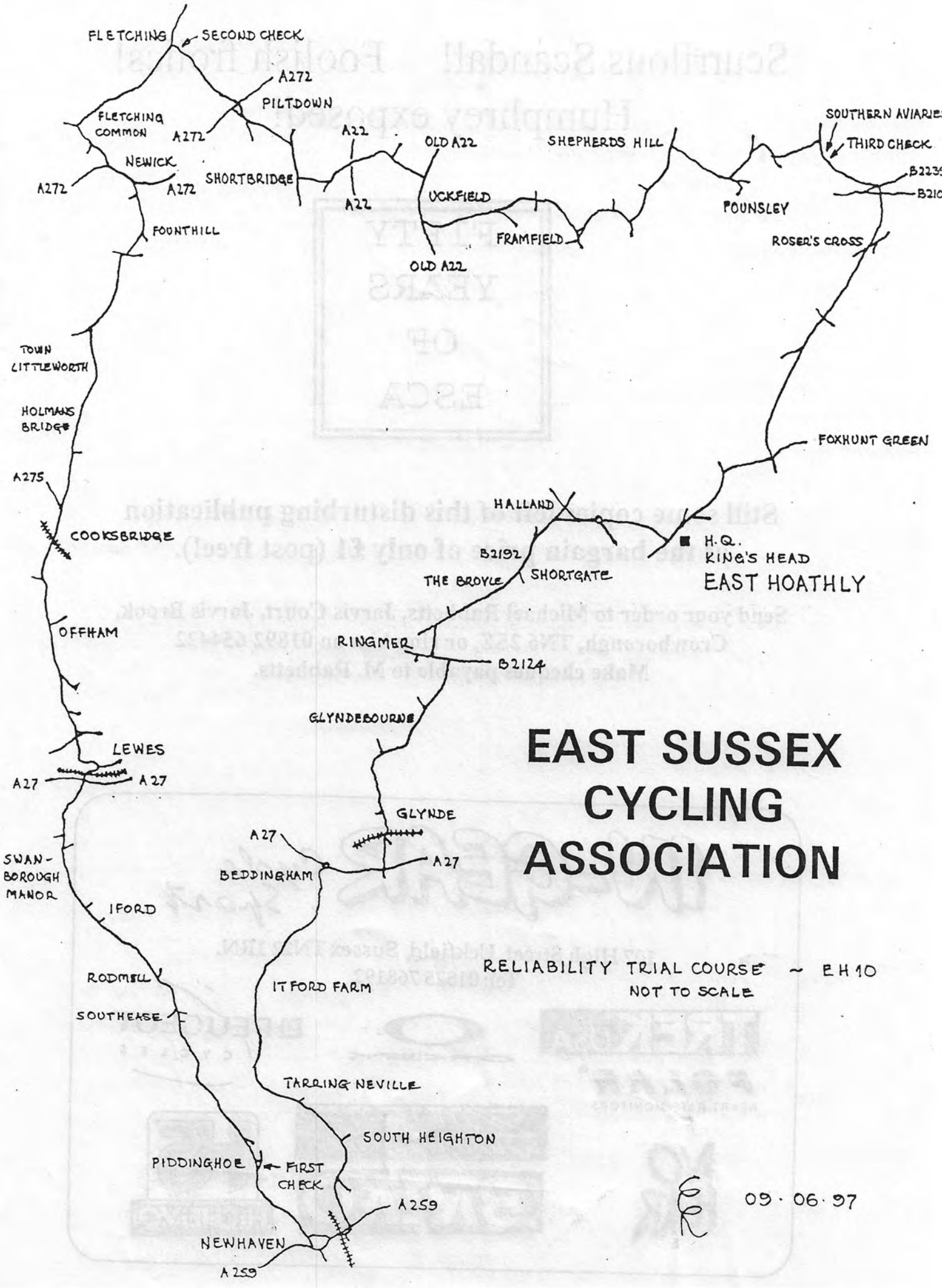
Please signal that you are taking the right fork as you approach the grass triangle at Piddinghoe and DO NOT block the road for other users. At the second Checkpoint at Fletching Church, please keep in on the left on the grass verge to hand in your Check Card.. At the third CHECKPOINT just past Southern Aviaries, please keep well in on the left when you hand in your Check Card, as you are in a narrow lane with some motor traffic. NOTE: 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. 10th ANNIVERSARY at EAST HOATHLY 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 pubs that you have passed during the Trial. The King's Head at East Hoathly does NOT count and the Organiser's decision is final. First 3 correct (or nearest) answers win a bottle of wine!





# EAST SUSSEX CYCLING ASSOCIATION

RELIABILITY TRIAL COURSE ~ EH10  
NOT TO SCALE

09.06.97



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# EAST SUSSEX CYCLING ASSOCIATION 45.8 MILE RELIABILITY TRIAL

## ENTRY FORM

Please enter me for the E.S.C.A. Reliability Trial on Sunday, 23rd November, 1997

NAME \_\_\_\_\_ CLUB \_\_\_\_\_

ADDRESS \_\_\_\_\_  
(PLEASE USE BLOCK CAPITALS)

I aim to complete the  
45.8 mile course in :-

2hrs.45mins.

3hrs.10mins.

3hrs.35mins.

3hrs.55mins.

Preferred group 1  2  3

Preferred group 1  2  3  4

Preferred group 1  2

I enclose cash or cheque for 60p

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, 12th NOVEMBER, 1997**

## EAST SUSSEX CYCLING ASSOCIATION LUNCH BOOKING FORM

Please reserve me ONE seat for Lunch at the King's Head, East Hoathly, on  
Sunday, 23rd November, 1997

NAME \_\_\_\_\_ CLUB \_\_\_\_\_

ADDRESS \_\_\_\_\_  
(PLEASE USE BLOCK CAPITALS)

### THE MENU

Brussels Pate & Toast  or Carrot & Coriander Soup

Boozey Beef Pie  or Roast Turkey with Chestnut Stuffing & Chipolata

or Salmon Lasagne, Salad & Chips  or Vegetable Tika Marsala

Raspberry Pavlova  or Apple Crumble  or Spotted Dick

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, 12th NOVEMBER**

EAST SUSSEX CYCLING ASSOCIATION 40K MILE RELIABILITY TRIAL

ENTRY FORM

Please return to the E.S.A. Membership Dept. 251, November 1987

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

- I wish to complete the trial as a reliability trial
- One day  
 Two days  
 Three days  
 Four days
- Registered group 1  
 Registered group 2  
 Registered group 3  
 Registered group 4

I enclose cash of (cheque for £) \_\_\_\_\_

I declare that on the day of the trial I will be a registered member of the E.S.A. (date)

OR I am exempt from this declaration by my Club's regulations

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

Entries should be sent to: Chairman, E.S.A., 251, November 1987. ON OR BEFORE WEDNESDAY 11th NOVEMBER 1987.

EAST SUSSEX CYCLING ASSOCIATION

LUNCH BOOKING FORM

Please reserve the Club as the only club bringing a lunch to the trial on the day of the trial. Please return to the Club as soon as possible.

NAME \_\_\_\_\_ CLUB \_\_\_\_\_

ADDRESS \_\_\_\_\_

THE MENU

- Chicken & Chips  
 Beef & Chips  
 Pork & Chips  
 Fish & Chips  
 Vegetables & Potatoes  
 Spiced Dick

Entries should be sent to the Club as soon as possible.

Each person should bring a lunch to the trial on the day of the trial.

Entries should be sent to the Club as soon as possible.

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