

BONK!

THE OFFICIAL JOURNAL

East Sussex

Cycling Association

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EAST SUSSEX CYCLING ASSOCIATION

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President Alan Limbrey

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FROM THE PULPIT

We have received the results of the questionnaire which our worthy Chairman distributed and you will find it reproduced within the following pages. Some of the suggestions will be difficult to follow up. It's not practical to publish a full result of all the Association events quite apart from the fact that we don't receive them unless Maurice rides in all the events. A high price to pay to satisfy our readers! He returned from his SAGA holiday full of vigour, though, and may be able to manage the odd 10 and 25.

A variety of material has been submitted and we even have poetry stockpiled for next time. Stan Nash has supplied one of his little teasers with a generous reward for the first person to get the correct answers to the editors.

Roy Humphrey was admitted to Eastbourne General very recently and may still be there as you read this. The prognosis is good; it seems that he is having various checks and tests - just to make sure! We wish him well and hope to see him round and about soon.

Les Hayman asks that if you are intending to ride the Southborough Wheelers 10 on July 29th which he is promoting, you should note that the address given in the R.T.T.C. handbook is wrong - he lives at 25 Chieveley Drive **not** 59.

Bring back the 'contents'. Until next time.

Maurice & Esther

PRESIDENT'S BIT

I have spent two weeks in France since the last edition of Bonk and have tried to imagine running an ESCA event on the same lines as the French.

So for the 50 all riders must have FOLLOWING CARS, all junctions marshalled by the police or club members with stop signs that must be obeyed.

The start and finish on Uckfield High Street with the road closed; music and loudspeakers; and prizes presented by the Mayor.

Oh well, dream on. So on the day of the ESCA 100 we'll be running the Chainwheel Creek '5' event for clapped out old codgers and the hall will be available so that you can stay on for a chat and a picnic lunch. The event will start at 1.30 p.m. and if you're interested let me know. Let's be more sociable.

À bientôt.

Alan

CHAINWHEEL CREEK

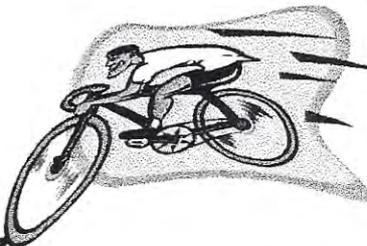
July 5th 1998

(after the ESCA 100)

H.Q. UPPER DICKER V.H.

Start 1.30 p.m.

Only 5 Miles



EASTBOURNE ROVERS / PHOENIX CYCLES

Alan Rolfe will soon unveil his new cycle - is it true it`s made of rope?! Alan`s hoping to get down to 22 minutes for 10 miles. He`s so close! Keep pedalling and it will come.

Now as for Mark Brittle, the pony tail must go if you want a 21 minute 10. I know it`s taken 40 years to grow! I suppose you could poke it down the back of your skinsuit - that might help. The 22 minute dead 10 mile time trial that you did was a good one. Well done old boy!

Super fast Lloyd Grayston is sneaking in some fast times. He is definitely one to watch for the future. Andy Hillman reckons Lloyd will be beating everyone soon, so watch out.

Andy Hillman`s 6th place at Goodwood is awesome for someone with a bad foot!

Harry Featherstone is taking his time finding his form, but he`s got all day! At the moment he is spending a lot of time training and using his races as training. When he`s not crashing into posts at Event Headquarters, Harry is not going bad picking up a fair number of veteran wins.

At last Simon Prior has found a little form managing to break Cliff Sharp`s 50 mile record, which has stood for 28 years. Simon`s time of 1-52-07 is exactly 30 seconds faster. This record looks like it could go again with Jon Sharples, Paul Delani and James Dear all looking to beat the time. Steven Willis has given up!

The evening series is at present being led by Paul Delani with Shaun Reed in close second. Both have two wins apiece.

Paul Delani, Jon Sharples and Sarah Lade represented Eastbourne in the National 10 Mile Championship and all rode well. Well done you three!

Steve Bowles is doing some fast 10 mile time trial times - 24 minutes. Is a 23 minute ride on the cards? I do hope so. Just cutting down to six pints on Fridays might help.

Richard Light is going faster. A short 26 minutes for ten miles. Richard is hoping to do a 25 minute ride before the end of the season. Good luck.

Some of you readers will be wondering why Eastbourne Rovers did not enter the Sussex 25 Mile Team Championships. It`s because Simon Prior had a wedding to go to, not his own but his cousin`s. Paul Delani said "There`s no competition. We would have won anyway." Just look at the results in the East Sussex 25.

The man in form at the moment is Duracell Bunny Jon Sharples. His win in the East Sussex 25 mile time trial with a personal best on the Maresfield to Boship course of 55-41 was just excellent. Well done Jon, just keep taking the tablets. They are working this year. "Shame you `re not" says Clive and Steve Willis. Jon also managed 3rd in the East Sussex 10 mile at East Hoathly with a 22-03. Over the two days he took overall victory and led the team to two team wins with the help of Paul Delani and James Dear.

More recently Jon smashed Steven Willis`s 10 mile time trial record with a storming ride of 20-36 on the Tonbridge by-pass. Steven says he has only lent the record to Jon for the moment while he plans yet another come back. That`s all from the Jon Sharples fan club.

Steve Willis is finding his legs on the road racing scene finishing in the top three places at Goodwood most weeks. Shaun Reed can`t believe how Steve finds his way to the front so quickly at the finish. Steve says he just shuts his eyes and pedals, while Shaun wobbles through any gap that appears. Sometimes he finishes and sometimes he just ends up in a pile on the tarmac. Shaun`s time trial strength remains though he still seems to take the easier option of riding round in a bunch of cyclists and getting nowhere. Come on Shaun, get your act together and get some results. Sean Yates wants to do the 2-up Lewes 10 mile time trial with you. Don`t forget!

Notes on Dave Cox. All Dave wants to do this year is to beat Max Norrell the skinhead farmer with attitude.

Max Norrell`s target for a 10 mile time trial this year is 23-29. Let`s hope he reaches this goal. He will get a free Corima cycle if he improves to this time. Simon Prior thinks Max could do a fast time like this with a few more rides and a lot more hard training. Maybe a 24 minute ride is more realistic for this year. Keep up the good work. It will come.

A few Rovers riders are sneaking off to ride the Lewes 10 mile evening series on Monday nights before Clubnight. Especially Dave Cox and Alan Rolfe trying to sneak in some fast times. Keep it up lads!

That all folks. See you in the next issue!

EARS

Although the Nomads have been out and about in recent weeks, there is not a lot to write about.

We have had some very good club runs on Sunday mornings with enough out to make it fun but not many of the club have been competing in events - there seems to be a drift away from testing. The younger ones are going to road racing and circuit racing whilst the rest are thinking about cyclo-sportive events; this latter still gives the impression of racing without the need to be first.

I find it amusing to read the regulations for the French cyclo-sportive events, quote, "this event is not a race, each participant must observe the rules of the road!! the winner will receive....?? So three or four hundred riders take up all the road for the first few kilometres and even after the riders have sorted themselves out in small groups, cars take to the grass verge, whilst all the riders blast away, eyeballs out, all over the road.

On May 17th nine Nomads went to La Route des Archers at Crecy near Abbeville, a 148k race, oops, sorry, cyclo-sportive event, starting at Crecy (a battle site) and following a devious route to Agincourt (the site of another battle) and back to Crecy the long way. Of course on the route there were les principals difficultes, ten in all, the one up to Agincourt was a right b.....d but at least we came down it later with reported maximum speeds between 42 and 48 m.p.h. Both the battle sites I understand are famed for victories won by English archers, hence the Route des Archers. We are gradually getting used to taking on as much liquid as possible in these events but this seems to require long sessions outside various cafes and bars, taking in French life and amber liquid.

The young ones, lacking the wisdom of we mature club members, actually race in Surrey League events, etc. Nic Boore goes well, often being only just outside the prizes. Dan Bennett joins in when home from university as does William Davies. We were hoping for John Bennett to ride but that has not happened.

We have held our first club '10' which was successful inasmuch as we had fifteen riders recording times between 23 and 32 minutes, but that's time trialling for you! Most were happy with their times. Let's hope the weather is good on Fridays so that we can enjoy ourselves.

I suppose the Duo-Normand is our next big outing; this is on Sunday, le 27 Septembre. Alan Limbrey has details and entry forms. As far as the Nomads are concerned, I think this may be a Club weekend, riding both ways and spectating (much easier than racing). It is amazing how many English riders are there - it's like being at Ringwood on P201. Nomads, please note. Possible departure Friday 25th, 22.30 hours return 28th to Portsmouth about 21.30.

Well that's it for this time, see you at the E.S.C.A. events. Stay safe.

Nomadicus

SUSSEX TEASERS

The following clues relate, in each case, to a town, village or hamlet in Sussex (mostly East Sussex). Two of the clues refer to the same place. The number of letters in the answer is shown at the end of each clue.

A prize of £10 is offered to the sender of the first all-correct solution opened on the closing date (July 30th). If no all-correct answer is received the award will go to the sender of the greatest number of correct solutions (over six).

1. Vantage point for an early sighting of Australia? (11)
2. A little baby talk leads to endless humiliation! (9)
3. Everything under control! (7)
4. Rainstorm in a Welsh town. (8)
5. Couple holidaying in Scotland? (8)
6. Where war broke out in the Outback. (7)
7. Mess Officer honoured for life of wrongdoing! (8. 5)
8. "My Outlaw friend is inexperienced" - as William might have said. (7. 5)
9. Old railway signal here! (7)
10. Family of French extraction built it. (8)

Thanks to Stan Nash for another of his tricky little quizzes, and for his generous prize.

Entries to the Editors by the closing date of July 30th.

From our WORTHING EXCELSIOR correspondent.

It's a pity the Social Season is not with us yet for I have an ideal 'cross-toast'. Rather than wait let's all have a glass in the middle of the racing season for this. (Pour yourself a glass now.)

One of ESCA's most famous characters rode Worthing Excelsior's 'Early Morning Wander' Audax event in February. Only 100k and only one small climb. He declared "this is fun I would like to ride some more events". Well, we have an event in March but that is at the standard distance of 200k (125 miles in old money). "You need mudguards for this event" I stressed. "Oh, yes, yes, of course." He took away an entry form, duly completed and returned, forgot/didn't bother to enclose his required stamped, addressed envelopes. His route sheet was sent (I forgot a stamp as well!), the area highlighted which showed the requirement of having mudguards for this 'touring event'.

On the day his bike was naked! not a mudguard front or back; he made his start outside the main car park to miss the bike check but I saw him, and said "Ah ..., no mudguards". He just said "Oh, you'll let me off" (or something similar). We cannot stop anyone using the roads.

He sweated away, via Petworth, Duncton Hill (he doesn't see drags like this on time trials), Portsdown Hill, the Watercress Line (somewhere around here he jettisoned his brevet card - to save weight?), Wisborough Green and back to Worthing. He partook in generous quantities of all the food/drink en route.

Upon completion of the event brevet cards were dispatched for validation and a certification that this rider had visited all controls BUT did not qualify for validation as his bike did not meet the required standard and have mudguards. He duly received a letter from the validation secretary of Audax U.K. pointing out that his ride could not be recorded and it didn't count. Oh dear, this rider sent a two page letter complaining that he didn't really know about the mudguard rule (rubbish!) and that if he'd known it wouldn't count he wouldn't have struggled all the way round.

I would like to take wine with **Geoff Boore** (Ha ha ha - hee hee hee!!)

I was pleased to see you praising Audax events in the last issue of Bonk, Geoff, but must point out that only our February Reliability Trial has been replaced by an Audax event, resulting in an entry of some one hundred and twenty nine riders this year. Our 200k (started by Brian Cox) has been run every year since around 1985. The 400, which I cannot imagine Geoff ever riding (?) has never been a Reliability Trial. This year we have a 100k in November organised by Tony Palmer.

A 26 miles hardriders time trial had been run for about the same number of years as our 200k (usually in September - I even rode it once when I raced), the event would attract over one hundred riders, but in recent years numbers were less every year and with only about thirty two entries in the last one it was time for a change: so in November Worthing Excelsior, wearing its Audax hat, is back in action to welcome you all. Although two and a half times the distance of the old hardriders it is unlikely to have less than fifty entries and Tony will not be surprised if more than one hundred enter. Geoff, we look forward to seeing the Snapper and yourself for this event, being only a short distance Brevet Populaire, mudguards are not required.

El Supremo

MID-WEEK SECTION

"What news" I hear you ask, "of the elderly and confused who ride out with the Mid-Week Section?".

Well, they've actually been having quite a good time over the past few weeks. George Lillicrap visited the Herring Festival in Holland and returned with a super erection tool - in the car park at Berwick he was surrounded by the Section ladies (and a few men) who were riveted by an in-depth demonstration accompanied by a graphic description of its use. Meanwhile, earlier in the day, our Odd Couple - Peter Bratt and Jim Stockham had been seen scouring Pevensy village for a friendly young lady who had given Peter her address a few days before. After making many enquiries of the locals they eventually found the bungalow but no sign of the wench. However, nil desperandum, after all it was the day of the Westham Village Hall Pop In Anniversary Party to which we had all been invited, and Jim and Peter were soon enjoying the attentions of the ladies there.

Don't think they're all playboys in our group. We have a number of serious cyclists, among them John Manville who completed Dave Hudson's South Coast 400k and a few weeks later joined others from the Section, among them Ken Smith and Peter Graham, who rode the 1066 Country randonnee.

Norman Eastwood is finalising his plans for a Lands End - John O'Groats trip and will be following the scorch marks of Jack Dunn, Tony Palmer and Peter Lee as he trundles up country. Marion Shepherd also took off for Scotland and as far as we know she is enjoying a cycle camping trip in a remote area of the country. Jack and Mary Dunn enjoyed yet another little vacation recently, taking in France with detours to the bordering countries. Dennis Jakeman is getting quietly excited at the prospect of a proper cycle tour later in the Summer - his first for a year or two.

Apart from the party at Westham V.H. the Mid-Week Section also arranged a little celebration at the end of May to commemorate the East Sussex D.A's 50th Birthday.. Iris Stevens organised the food (just about enough to feed a small army). Everyone rallied round, Renee Allcorn created a profusion of cakes, Jean Steel produced a magnificent birthday cake, Helen Palmer baked bread for sandwiches and others brought a plethora of savoury offerings. Fred Mehew planned two rides, one of 50 miles and the other, 50k. which started in the morning and meandered around our favourite lanes, arriving back at Upper Dicker during the afternoon. Eventually more than a hundred people, ranging in age from toddlers Peter Gearing and Isabelle Wimble to 89 year old George Spratt, together with Dot Collins and other original members, filled the hall and spilled out into the field. Altogether a memorable day.

Don't forget, there's something for everyone (eventually) on the Mid-Week rides and we welcome all and sundry.

Ragged Shorts

As we are both very important people Mike and I (Esther) have now got fax machines. The following is what I received after I had made several attempts to fax the Rabbetts residence...

"Look here, Esther: the receiving of unexpected faxes presents problems in this house. The phone rings and when my wife picks up the receiver she immediately drops it in fright because she hears squawks instead of a human voice. After I have comforted her, I have to go the computer room and switch on the computer. I then wait for the valves to warm up, by which time the sender of the fax has given up. However, I did eventually receive your messages about the 50th anniversary - thank you very much. Well, I received two, actually, but a third one lasting about forty seconds must have gone down the tube because I can't find it. I'm so technologically incompetent that I'm not sure whether I've got to leave the receiver off while the fax is coming in. I'll be faxing BONK notes shortly."



NICOLA LADE & PETER GEARING



DOT COLLINS



BRUCE, RENEE & KATIE ALLCORN

MID WEEK CELEBRATION II

WILLIAM HICKEY

What dreadful weather. March is nearly always a no go. You can't blame a lot of enlightened souls for going abroad for some quality miles, even if it costs some hard earned savings. Some of the organised tours I find a little 'rich'. I realise the promoters have to get a reasonable return but some £500 for ten days could, I feel, be tailored down. I recommend to readers that some serious shopping around should be initiated. As an example, get a flight yourself, with say, ten days half board in a hotel, not far off the beaten track but not in the middle of a main town. Unless you have a bike box I would recommend that the wheels, pedals and bars are tied securely to the frame, deflate the tyres and let the bike remain exposed to the airport luggage handlers. This way, protection of the bike is likely to be more observed than a bike bag where it can be slung any which way. Make sure you get a written note from both sides of the channel that upon arrival the coach will take both yourself and your bike to the hotel. The foreign comprehension of this minor service can lead to hostilities if you are refused or if the airline guide/travel agent is a spoke short of a wheel.

Plan your trips with care, try and go over different routes. Prepare your day as if you were racing. Check your bike. Take plenty of spare inner tubes and a pump that has no 'blow back' - throw those small pumps away, they are simply not man enough for a speedy inflation. Take enough cash to have a good mid-day meal and allow yourself time to get back to the hotel for dinner. Another tip. Consider that you are guests in the country, so act like one. You are sharing the hotel/restaurant with other guests who are on holiday and might not be altogether au fait with cyclists behaviour; try and look smart at all times and for goodness sake wear some clean casual clothes at mealtimes. You may feel a little macho wearing your lycra but a) in certain areas it is offensive to other people and b) you are representing your club and therefore should realise the difference in good and bad behaviour. Lastly, try and speak some of the language, a polite 'excuse me', 'please' or 'thank you' goes a long way and in some respects gives our sport extra credibility.

During this year I have spent some time getting acquainted with the Surrey League run by Keith Butler and Glenn Durrant. I am encourage by the manner in which Keith runs his 'shop' and pleasantly surprised at the informality of the whole show. Surrey League put on a constant stream of weekly events, over a whole variety of courses, for some seven hundred souls, stretching from the borders of Kent to Surrey. The League is supported by virtually all the major clubs in this area, the only prerequisite being that you, the club, organise and promote two events a year. From these clubs are drawn nominated commissaires who are basically race judges, to ensure that the riders observe and obey purely realistic rules when racing. It is simple, basic and has enough ingredients to continue its unique success. With the R.T.T.C's intransigence, S.L. fulfils a very real need and all the time Glynn and Keith actively run the show its continued success is both guaranteed and a show case for up and coming aspirants who wish to graduate to higher categories.

Do not however feel too enthusiastic about the Tri-Club fraternity who, I fear, may not always be articulate or law-abiding in the interests of their membership. In the April 1998 edition of the East Grinstead Tri-athlon Club, the front page is heralded loosely put together note. "Happy Easter, everyone, Spring is here. Dust yourself off, get the bikes out, **annoy the police** and go racing." I feel that this absolutely stupid comment will find little favour with the custodians of law and order. Simply put, the police have Crown licence to put a stop to all our racing activities at the drop of a hat and there is nothing we can do about it. The police have always considered very carefully the merits of our presence on the main roads and may frankly turn a blind eye to some of the more questionable activities promoted by the East Grinstead Tri Club. This schoolboy mag. which I presume is compiled by persons with an I.Q. less than a monkey, with its constant stream of banal comments and self congratulatory comments on each page, could, it seems to me, be put to better use in the local toilets where its pages would be put to proper use.

On page 2 is a plea with the header 'NAKED TIGHTLY CLAD NUDISTS'.

"No more please. Kings Centre have received complaints of nudity in and around Jack's Café and outside the Centre. We as a club must set an example and we do not want to see any more club members not properly attired."

This comment also has two photos of pants in order to re-enforce the aforementioned plea!! It reminds me of the comics I used to read as a kid, which re-informed the English language there was a long running series of photos to emphasise what the plot was about!! This is a club, which has, I imagine, a majority of adult people to run it, participate in the activities and 'trawl' for new members, yet it seems to me that is unable to differentiate between good and bad behaviour. Not, I fear, a particularly advert for a part cycling club, since clearly this behaviour is by no means a 'one off'. From the way the article reads, it seems to be part of their normal practice. It's no surprise that it is capable of cloning its own lunatic fringe.

We then turn to page 16, headed 'CORRESPONDENCE CORNER', with a letter from a person who signs herself 'Lbs Enfant Brighton'. I suspect he or she used a pseudonym simply because the letter contains a series of whingeing accusations based on total ignorance of applying for membership and joining a club with proven credentials. Firstly, I would have wished the correspondent to be a little more specific on what club he or she (allegedly) contacted; on which club night or clubrun the person attended; and if it was a BRIGHTON based club, what was involved. If this person ever gets to read my column perhaps he or she would contact the Editors so that the club involved (if it exists at all) can investigate very fully this person's criticism. I know of at least one club in the area which would have made the writer very welcome, irrespective of his social and racing commitments. This is yet another example of an anonymous letter printed by a club which, it seems, thrives on this type of reactionary mail.

What a dreadful April weatherwise. I really cannot understand anybody riding enthusiastically in the pouring rain, invariably you finish with colds, flu and other unknown viruses. Caught the Southern Counties promotion of the Women's National 10 Mile T.T. on the Holmwood course, not an easy course at the best of times. Due to prevailing conditions it was hard, although the sun managed to stay out for the Saturday afternoon. I was intrigued to see that the marshals nearly outnumbered the competitors. back at H.Q. London South officials and S.C.C.U. staff were scuttling around trying to make up their minds when the Prize Presentation was going to take place. I waited some thirty minutes and since nothing appeared to be happening I bid adieu. Prior to this I bumped into Cliff Sharp looking a very fit 54. Cliff tells me has been retired for three years. Robin Johnson was seen peddling some 1998 or was it 1998 cycling diaries - in any event nobody seemed too interested, so I suspect they will come out again at the Mitre evening 25. At least he has given up flogging the Nite Lites which always seemed to appear throughout the year.

I went along to Hove Park on the 15th May to watch the B.C.F. sponsored criterium around the park. I believe the B.C.F. are running a series of six events fortnightly. Snapper felt that he would give it a go so we went across and had a most enjoyable evening. The course winds through the park, takes in two hills, one down and one up, and needs little supervision. As an intro for the kids it is just the ticket and there were some fifteen riders for the main event and it proved a nice competitive event. I believe Alf Sutton of l'Etoile won the second event with John Taylor and a Lewes guy second and third, Snapper fourth and a Brighton Mitre guy fifth. it didn't matter if you were lapped, it was an enjoyable evening and commendations due to the B.C.F. for putting it on.

I was again down at Goodwood on the Tuesday. Some eighty riders rode the scratch event on a balmy summer's evening, with one or two crashes at the finish to liven things up. Spent over an hour with geography teacher, Mike Coyle, who tells me that his racing programme for 1998 has been somewhat curtailed due to a new wife and baby. Seems our Brian is getting a little twitchy due to current dry up of Etoile results. It could be a position that Professor Mark may shortly capitalise on to totally complete the Stella squad for 1998 (who knows?).

W.H.

BONK QUESTIONNAIRE RESULT

A few months ago a questionnaire on the future of BONK was sent to ESCA clubs. At the time there was a likelihood of Esther & Maurice giving up the editorship; that's been put off (Hooray!) but the questionnaire has proved a useful exercise.

Half the Association's member clubs responded. All bar one of them wanted the magazine to continue. The exception was a club who said they had probably not had more than ten issues in the past ten years. "We did send some copy regarding the club, but it's a bit pointless if you never know if it's been printed or not! So really it's of no consequence to us if it continues or not."

As Esther commented in the Spring edition of BONK, this problem of distribution (which has concerned a number of clubs) is being attended to. Those clubs which had a more positive view of the magazine's value have put forward a number of ideas on how it could be improved - bearing in mind that clubs don't socialise with each other as they once did, so that "any of your own club gossip is not necessarily of interest to other clubs" (to quote Graham & Jane Lade).

Some examples:

- Reproduction in full of all time trial result sheets.
- Inclusion of articles featured in other club's magazines.
- Appointment of a West Sussex co-ordinator.
- Give fuller results (and accounts) of ESCA events.
- Print an annual list of member clubs, with names and addresses of officers.
- Do not change the frequency of issue.
- Contributions should be welcomed on all aspects of our sport - not just time trials.
- Tea place recommendations.
- Reliability trial experiences.

Esther & Maurice would welcome further suggestions, but being sensitive souls, would rather they weren't abusive or obscene. producing a magazine without getting feedback can be dispiriting, so do your best to cheer the Eds. up.

Michael Rabbetts.

LEWES WANDERERS

We've heard far too much about prize-winning fast men. Let's hear it for riders like Mick Burgess. At the time of writing he was well on his way to achieving his 1998 ambition of winning the competition for the Lanterne Rouge of Sussex Time Trialling. To achieve this title, of course, you have to do more than ride in poncy evening tens or do a flier on the F1: you have to learn how to suffer in real men's events like the Redmon Hilly or the E.S.C.A. 100. Mick nearly had his progress checked in the Crawley-Shoreham, when he wasn't far off beating Horry Hemsley. Horry, having considerably less flesh than Mick, suffered so much from the cold and rain that he had to be carried into the H.Q. showers to be de-frosted. His plight was genuine but the same cannot be said about Chris Martin, who walked into the H.Q. shivering mightily, and persuaded the female catering staff to undo his various pins, zips and buttons "because my fingers are too cold". Hah!

We've also had some warming performances from the likes of Shane Faulkner (who led our Sussex 25 team champions), Dave Pollard and Alan Curtis. Alan won at Goodwood, when he and another rider were the survivors of an earlier break; not far from the finish the other rider said to him "I bet you didn't think a fourteen year old could win a race like this!". This inspired Alan to put some pressure on and get ahead of the young upstart - which was just as well because when he looked under his armpit he realised the field were closing fast and he had barely a wheel to spare on the line. Was the other rider really fourteen? Or was really a forty-year-old who was having trouble with his false teeth? Our own genuine fourteen year old, Mark Burgess, has been showing good form on the Hove Park circuit with a decisive victory in a juveniles race; and Mark Winton has been prominent among the seniors.

None of our prizewinners will have their trophies presented to them in an hotel at an evening dinner. We're trying to escape the ever increasing cost of such functions by holding our next one at a pub after a midday meal. The venue will be the Roebuck, Laughton and the date is Sunday, December 6th. Alas and alack, Heather Wimble won't be there to organise it. She and Robert are moving to the Midlands, and Iris & Ken (Stevens) may follow. East Sussex cycling in general will be the poorer. We're trying to persuade heather to leave us something to remember her by. How about Isabelle, the best looking girl in the club?

Now to the story of who deserves a prize for outstanding effort. It all began late on one evening, as two of our members were watching the latest terrible event unfold on Brookside Close. The drama was nearing boiling point when there came a hammering on the window. A breathless, sweaty Paul Gibbons was outside, with a mountain bike, asking for an ambulance to be called to help a friend who had fallen while riding along a country track a couple of miles away. While 999 was being dialled, he dashed back to the scene of the accident, carrying a blanket and paracetamol tablets. His friend had injured his back and neck and couldn't move; his twelve year old son had stayed with him while Paul went for help. The problem was that they were nearly a mile away from the nearest road, so when Paul had delivered the blanket and tablets he ran back to help the ambulance to meet the crew find them. he first guided the ambulance driver to the casualty then returned to do the same for the other crewman, who had stayed behind to call up an ambulance helicopter.

By now it was getting dark, and when the helicopter eventually arrived it had to use it's searchlight, much to the delight of a small crowd of urchins and courting couples who'd been attracted by the flashing lights of the ambulance. The helicopter crew then discovered that the ambulance site was inaccessible from where they'd landed; so Paul and the ambulancemen had to carry the casualty on a stretcher along a track and across fields to the ambulance - in the dark.

Paul's strenuous night hadn't ended even then. After taking the twelve year old (plus bike) to the house of the Brookside fans, he ran back to the scene of the accident, recovered the other two mountain bikes, and brought them by riding one and pushing the other - again, in the dark. When he telephoned the casualty's wife, by now feeling as if he'd ridden the Sussex 12, she accused him of endangering her loved one's life! madam, the man's a hero.

Finally, as they say, an apology is due to one of our heroes of the past. In the previous issue of Bonk, no mention was made of a big day in the life of Geoff Willcocks, our first life member and survivor of many a rain-sodden, gale swept time trial on ESCA roads.

At our annual dinner, Geoff was presented with a surprise birthday cake, made by our Cordon Bleu President, Sylvia Burgess. He had it cut up so that we could all have a piece and benefit from the kind of food which keeps Mick flogging up those hills in search of his great objective.

Rotrax

BRIGHTON MITRE

Mitre riders have been showing the flag in various events, starting with Tony Richardson with a 41.54 in the Redmon Hilly 16. We managed to finish a team in the ESCA Hilly 16 for the first time for several years, Robin Johnson being just fastest of our lot in 48.30. We also managed to finish three teams in the ESCA 2 Up team time trial, although the form took us by surprise as Tristan Court and Daniel Payne were fastest of the club in 1.18.52. We also held our club double circuit hilly 22 for the first time for several years, Tony Richardson being fastest in 1.1.23 And Tristan second in 1.3.19.

Robin Johnson again promoted the SCCU sporting 10 and 25 at the end of March, we had a team in each, with Tristan the fastest club rider in the 10 and Daniel taking the junior award. Daniel has now taken the junior award in several events and is down to 1.2. for 25 miles, a short 24 for a 10 and still has two more years as a junior. Tony Richardson has also been doing well in MTB events with a couple of second places and a fifth in the Expert category.

Robin's two easter events were a reasonable success, although the weather for the 10 on Easter Saturday was cold and wet and the 25 suffered with event clashes leading to a low entry. It seems that time triallists do not like hills any more than the local road racers, as Brian Hutton is often heard to complain.

We are still doing our bit with provision of officials at Preston Park track, which started on May 6th and Hove Park, with the new BCF Series started to encourage youngsters and beginners to have a go at circuit racing. The SCRL at Preston Park is suffering from a lack of riders and officials. After an improvement in interest in 1996, rider numbers fell back last year and have been even lower this year. It would be a pity if the League died after such a long time; I hope that any of you who can get to the track will come along to support. The same applies to Hove Park as we cannot expect to get improved facilities unless we use the ones we have.

There is now a cyclist/pedestrian bridge at Bognor Bridge roundabout on the Chichester bypass, this is in many ways a retrograde step as it gives recognition that it is not safe to cross at that roundabout, but practically it is becoming necessary: Pearl had a very narrow escape there a few years ago.

Ren Wells

Unbelievable statement of the year No. 1.

From Geoff Boore at Hove Park "I think I am in pretty good shape".

SOCIAL EVENTS 1998

November 8th
Sussex Cyclists' Association Lunch

November 14th
Eastbourne Rovers Dinner/Prize Presentation

November 22nd
E.S.C.A. Reliability Trial

November 29th
V.T.T.A. Surrey/Sussex Group A.G.M.

December 6th
Lewes Wanderers Lunch

December 30th
Mid-Week Section Lunch

1999

January 22nd
Sussex Nomads Dinner

January 30th
1066 Annual Dinner/Dance





Dear Esther & Maurice,

I should like to put the record straight concerning 'Easyriders' mention of my participation in the 1998 ESCA Hardriders event - it was not the fortieth anniversary of the Hardriders that I had won but the fiftieth. It's always nice to get a mention in BONK as it shows we are still alive and kicking. Only a slight matter of ten years adrift.

Easyrider is right that the event is a little different from most others (it's got longer hills in it); the reason it's special to me is that it's the only event I won in my racing career, plus a few handicaps, primes and near misses. Several years ago I thought "if I am still riding a bike in some shape or form in 1998 I'd like to ride the event just for old times sake, self satisfaction or ego trip". When you think of it there are not many events that you could still ride after fifty years as a lot have disappeared or changed shape out of all recognition. I was seventeen when I won in 1948, winning the junior, senior and team awards and beat my clubmate Peter Taylor, who was second, by thirty six seconds, much to his disgust. During the previous winter we had sprinted to the top of every short, sharp hill in East Sussex, egged on by Horace Heath, Tiger Dobson, Splint, Tom McCaffrey, etc., then a mad blind dash to club lunch and tea stops. I did not realise at the time but it was excellent training for the event, enjoyed every minute of it. The first event of the series in 1947 was won by Ken Champion, Eastbourne Rovers, Barry (Eastbourne Express) Penfold won in 1949. In the early days the event was on a right handed circuit based at Brown Bread Street, start and finish outside the Ash Tree pub, the birthplace of ESCA, up to Woods Corner on to Netherfield via the dreaded Darwell Hole, back via the Kitchenham Road which used to be the B2204. It's a pity the event had to leave this area as it's deep in real ESCAland country where I think the event belongs.

I spoke to Roy Humphrey and I presumed he was the only other person at this year's event who was there in 1948 until Jane Lade spoke up and said she could have been there in her Watsonian sidecar. She said she was not timekeeping as she could not see over the side and nobody would sit her up. It's a long apprenticeship to become a world class timekeeper.

Simon Prior, our local Mr. Motivator, put a write-up in our local paper about my escapade. They got it all wrong as usual, instead of putting 15 miles in 1hr. 4mins they put 1.5 miles in 1hr. 4mins. Some wag said he could have crawled round faster on his hands and knees.

Pleased to see that BONK is to continue into the future. This is the first time I have written to BONK but I will attempt to write about the future sagas of me and my cohorts (some people unkindly call us the Saga Wheelers). We tend to cover all aspects of the sport from the Tour de France trips to trips up the Cuckoo Trail.

Yours sincerely,

P.S. Sitting in the Home Maid café at Horam one of my fellow cyclists answered his mobile phone and said "how did you know I was here?".

Cycling

Eleven Beat Record For 12-Mile Course

ELEVEN riders in a 12-mile scratch time trial, held by the East Sussex Association in the Ashburnham area on Sunday, beat the course record of 39mins. 31secs., created by K. Champion (Eastbourne Rovers) last year.

The results were:—1, S. Greenway (Eastbourne Rovers), 36mins. 41secs.; 2, P. Taylor (Eastbourne Rovers), 37mins. 17secs.; 3, E. Blunden (Tunbridge Wells), 37mins. 35secs.; 4, K. Champion (Eastbourne Rovers), 37mins. 40secs.; 5, R. J. Lawrence (Tunbridge Wells), 38mins. 22secs.; 6 and 7, W. Griffin (Bexhill Wheelers) and N. Edwards (Uckfield), 38mins. 24secs.; 8, J. Watt (Uckfield), 38mins. 27secs.; 9, R. Humphrey (Eastbourne Rovers), 38mins. 50secs.; 10, I. Buckland (Hastings), 38mins. 56secs.; 11, R. Smith (Eastbourne Rovers), 39mins. 26secs.; 12, J. Southerden (Hastings), 39mins. 56secs.; fastest junior, S. Greenway (Eastbourne Rovers), 36mins. 41secs.

Team results.—1, Eastbourne Rovers, 1hr. 51mins. 38secs.; 2, Uckfield and District, 1hr. 57mins. 46secs.; 3, Tunbridge Wells, 1hr. 58mins. 43secs.

VC ETOILE NEWS by B. L. Arcy.

Stupendous news! Hold the front page! The VC Etoile entered a full complement of riders for the Sussex 25-mile team championship! Admittedly some of the club's 'big guns' didn't ride, and one official suffered what appeared to be a stroke on hearing the news, but at least it was a start. Of course, something had to happen to mar the occasion. Chris McNamara collapsed after only covering five miles while brother Simon, hoping for an under the hour ride, was the fastest member in 1-3-5. Both had been ill with food poisoning during the week after having dined out and eaten a salad that contained RAW eggs! Now what was that we were all told about the dangers of salmonella?

The Etoile has several riders who like nothing better than getting plastered with mud, they call themselves 'The Mountain Bike Section'. We also have members who simply like getting plastered. They call themselves 'The Committee'. Jonathan Sharpe finished third in the Sport Category race at the opening round of the SAMS Series in Hampshire, gleefully reporting back that conditions were so bad that some riders turned up, took one look at the muddy course, and promptly drove back home again! Matt Carr prefers drier conditions and he finished third in the MTB race at Whipstakes Farm in Kent.

The Etoile has gained several new members and one of these, Matt O'Brien, got off to a good start in the Sussex Track League at Preston Park by winning a couple of events. Then he and Chris McNamara finished in the main bunch at the Bec CC's 75-mile race on the Lingfield circuit. They suffered because (a) it was so hot that the road was starting to melt, and (b) they were put off by the sight of supporters standing outside a pub on the course while downing pints of lager.

Clive 'Jumbo' Oxborrow rode in the Worthing Excelsior's Ray Douglass Memorial 25 and finished in 1-9-28. Clive says that in his prime he won the Brighton to London, the Perfs Pedal Race, and rode for Great Britain in the Warsaw-Berlin-Prague. He'll be telling us next that a British rider holds the World Hour Record!

Richard Sutton, a former Sussex cyclo-cross league winner and first category roadman, has been making something of a comeback recently. He picked up an excellent sprint win in a 35-lap senior race at one of the Friday evening meetings in Hove Park.

One member has been writing in the club's newsletter about his racing experiences after he came into the sport 50 years ago. Some members were shocked to discover how old he was (he looks so young). Even more were shocked to discover that he had actually ridden a bike in the distant past!

The Etoile have been 'talked into' (a code name for threatened) promoting this year's Sussex CA hill-climb at Kithurst Hill near Storrington in October. The Etoile's committee wanted to hold the event on L'Alpe D'Huez but the Sussex CA wouldn't hear of it!

Attendances for the Etoile's fortnightly social evenings have improved since they have been held at The Sussex Potter pub in Lancing. A couple of members enjoy them so much that they take their seats three or four days beforehand. One older member, ordering a Budweiser at the bar, was shocked to be asked "do you want it in a glass, mate?" He replied "of course I want it in a glass. Do you expect me to drink it out of the bottle?" only to be informed "why not, mate, everyone else does!".

EAST SUSSEX CYCLING ASSOCIATION - 47.5ml. RELIABILITY TRIAL
SUNDAY 22nd NOVEMBER 1998

COURSE DETAILS

START at the King's Head, East Hoathly (TQ523163). Proceed up lane take right fork and follow signs, via Foxhunt Green, to Waldron. Take right fork at The Star Inn, turn left at T junction and then fork right signposted Heathfield. Halt at A267 (4.9mls). Straight across into Pages Lane (Please cross individually as this is a busy road). Halt again at A265. Turn right (CARE) and proceed through Heathfield and Broad Oak and past Bartrams Garden Centre to Burwash Common (9.4mls).

Left here and down past The Kicking Donkey. Check your brakes ready for Witherenden Hill (10%). Continue past Stonegate Station to Stonegate (13.3mls). Turn right past the Church and follow the signs to Ticehurst to halt at T junction with B2099 (15.6mls). The Bell Hotel - a 14th Century Coach House - is in front of you. Turn right (toilets here if you are desperate) and, after about 500 yards, turn left on B2027 to **Checkpoint 1** at car park on left immediately south of The Cherry Tree Inn at Dale Hill (16.1mls) (TQ697304).

On past The Cherry Tree Inn to the traffic lights at Flimwell. Straight across past Flimwell Bird Park and the Church with its own Farm Shop. Into Kent. On past Marlborough House School and Hawkhurst Golf & Squash Club to the traffic lights. Straight on through Four Throws and Field Green to take next right into Silverden Lane, just past Downgate Farm. (If you miss this turning, continue on down the slope to Sandhurst and take next right). Proceed down Silverden Lane to crossroads at Sandhurst Cross. Turn right and proceed to T junction at Bodiam (24.8mls). Turn right and proceed for 1/2 mile to **Checkpoint 2** at small brick building with corrugated roof just after entrance to small new housing estate (25.3mls) (TQ775260).

Continue to junction with A229 at High Wigsell (25.9mls). Straight across (CARE) by the Curlew Inn. Just past Great Wigsell Farm turn left into lane (unsignposted) (26.3mls). Keep in single file as it's narrow and you may meet a car. Take next left through Salehurst and be careful past St. Mary the Virgin Church as there may be cars parked here for morning service. Proceed to roundabout at start of Robertsbridge by-pass. Straight ahead (CARE) into Robertsbridge past Mark Ripley's Forge to turn right just after The Seven Stars Inn - another 14th Century building (29.1mls).

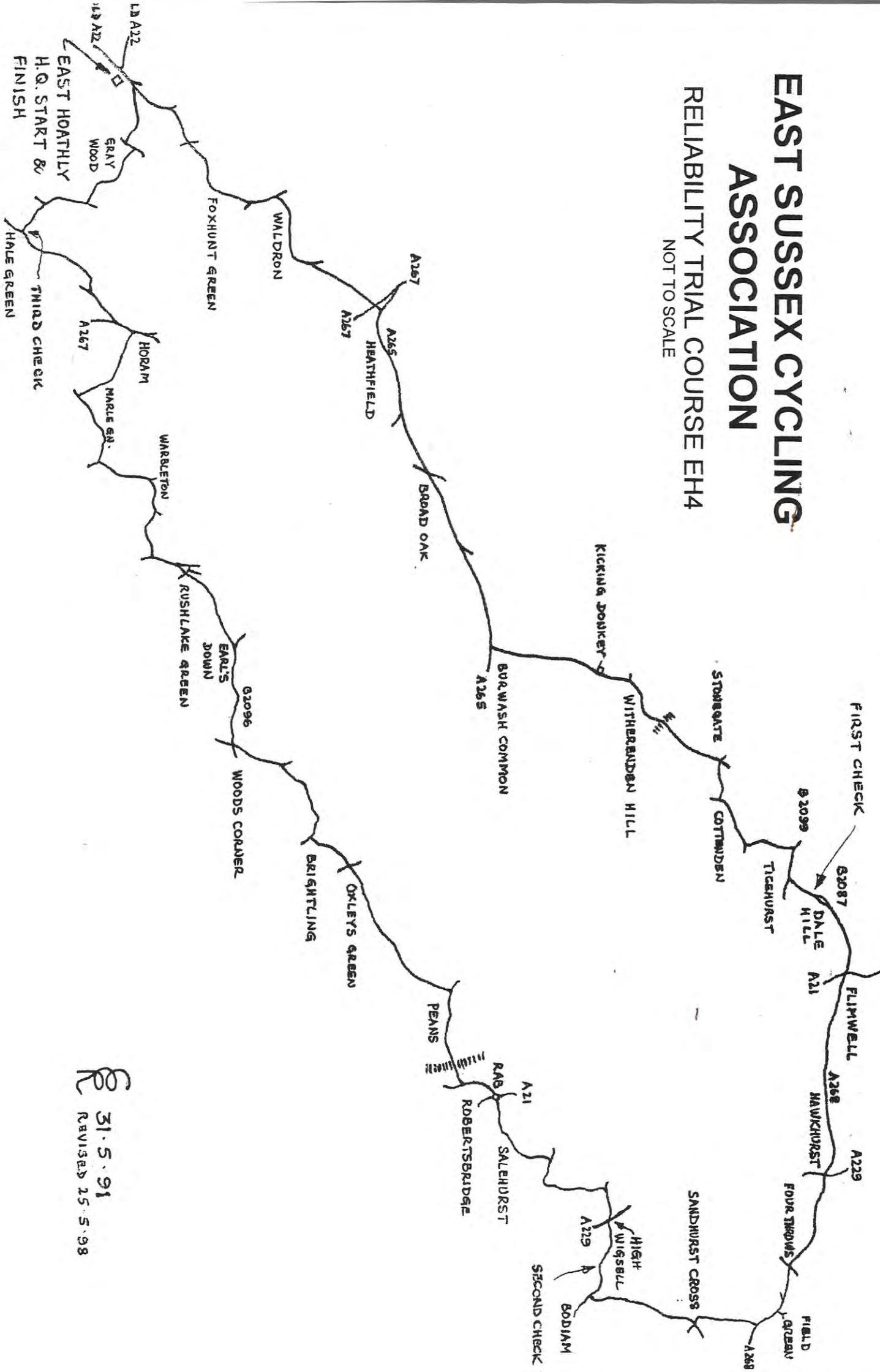
On past The Ostrich and across the railway by Robertsbridge Station. Up past Peans Wood and Scragoak Organic Farm to Oxley's Green, where straight on to T junction at Brightling. Turn right past the Church and on to Woods Corner (34.9mls). The Swan is opposite - time for a pint? Right on B2096 and check your brakes ready for another 10% descent. Turn left at Earl's Town and proceed to Rushlake Green. Halt then straight ahead to turn right 1/4 mile south of Rushlake Green (38.1mls).

Bear left and left again at Warbleton. Take next right and proceed past Beestons Farm taking next left signposted Marle Green. At next junction turn right and proceed through Marle Green to halt at A267 at Horam (42.4mls). Turn left (CARE) and follow main road to take first right by May Garland (GREAT CARE). Bear right at fork and then, just before Hale Green, turn right to **Checkpoint 3** by letterbox (44.6mls) (TQ555147).

Now follow signs to East Hoathly to FINISH at the King's Head (47.5mls). Further details and entry forms in the next issue of BONK. Put the date in your diary NOW!

EAST SUSSEX CYCLING ASSOCIATION

RELIABILITY TRIAL COURSE E/H4
NOT TO SCALE




 31.5.91
 REVISED 25.5.98