

BRUNN!

THE OFFICIAL JOURNAL

East Sussex
Cycling Association

PUBLISHED QUARTERLY

PRICE 25p



EAST SUSSEX CYCLING ASSOCIATION



President Alan Limbrey

New Series No. 84

Autumn 1998

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CLOSING DATE FOR THE NEXT ISSUE OF BONK IS

NOVEMBER 22nd PREFERABLY HANDED TO ME AT EAST HOATHLY!

President's Address

The day of the ESCA 100 was indeed a very sad day with the sudden death of Richard Shipton.

No one could believe that it was true when we were told as he seemed to have done a reasonable time at the 50 mile check, and he always seemed so quick and fit. Although he was a quiet person he was always friendly and he will be much missed.

Due to the circumstances the Chainwheel Creek event was cancelled and everyone went home, much saddened.

Hope to see you all at the 10 and 25, which of course, brings yet another season to a close. Here's to the Reliability Ride.

Alan.

RICHARD SHIPTON - WORTHING EXCELSIOR

Memories of the 1998 ESCA 100 will remain with some members for a variety of reasons, but the majority of us will remember that it was the day that Richard Shipton died.

Richard reached the fifty mile point and retired from the event with the intention of riding back to his home in Hailsham. He was found lying unconscious at the Cuckoo Trail entrance on the road between Stone Cross and Hailsham and despite efforts to revive him he was pronounced dead by a passing doctor.

Richard's long cycling life had been spent as a member of the Worthing Excelsior but he was well known far afield for his time trialling achievements. He must have been one of the most consistent performers in the country, satisfied only with doing his very best. In spite of his high profile in the racing world, he was very approachable and was willing to encourage anyone who asked for advice.

His fellow cyclists will miss Richard but his loss is much harder for his family to bear and our sympathy goes to them.

EASTBOURNE ROVERS / PHOENIX CYCLES

Carrying on from the last issue, Alan Rolfe managed to do a 22 minute ten on his new cycle, but has had to make some improvements to his handlebars because the ropy old bars knotted up!

Alan produced an excellent ride in the Leo Road Club 30 mile TT in Essex with a time of 1-07-46. Lloyd Grayston also produced an outstanding ride of 1-07-13 and, with the help of Simon Prior, they they lowered the Club 30 mile team record by 18 seconds. Simon`s time of 1-04-42 was a new Club record smashing Steve Willis`s time by 50 seconds. Well done chaps! Andy Hillman was right, watch out for Lloyd, he has got great potential.

Man of the moment has to be (Tan Man) Boyd Johnson who has tried to go fast, putting so much effort into his training and racing. With the added excitement of purchasing Paul Delani`s speedy time trial machine and adding super fast Atlanta gold tubs to his Corima wheels, he has finally reached his goal of getting under the hour. And he did it in the Eastbourne Rovers 25 on the East Sussex Maresfield course with an awesome time of 58-54. The Club are very pleased.

Club members have been getting sore legs from some midweek training rides where Boyd has been storming. Paul Delani and Jon Sharples have also been riding in these midweek rides together with Shaun Reed and Steve Willis. When Steve goes, it ends up in a race with people being left behind. Steve says it is "character building" for some of the newer members.

You may have noticed that Jon Sharples and Paul Delani have not been racing lately. No, they have not been banned for taking E.P.O., just banned for double entry. It`s a shame for Jon as he lowered the Club 10 mile record again in the Bognor Regis Mid-Summer event, this time to 20-24. Paul Delani has spent loads of money on a new Lotus time trial bike that he can`t use!

Simon Prior has been taking full advantage of their absence and has been busy breaking Club records, lowering the 50 record for the second time to 1-50-12 and pushing the Club 12 hour record up to 258.10 miles.

Super Vets Harry Featherstone, Colin Jones and Charles Robson have also been busy breaking Club records. In the Southend & County 50, where Simon set his new record of 1-50-12, Colin broke Cliff Sharp`s 1984 Vets fastest record by 18 seconds with a time of 1-59-02, but he only held the record for just under half an hour before Harry lowered it to 1-58-01. A new vets fastest team record was set by Harry, Colin and Charles in 6-12-48. The vets on standard team record was smashed by 25mins. 48secs. by Harry (+47-02), Charles (+34-14) and Colin (+29-43). Harry has since lowered the Club vets 50 record to 1-57-07. Colin has taken minutes off his personal best and set a Club vets record winning the Hertfordshire Wheelers 25 in 56-03. Colin also managed 229.88 miles in his first 12 hour. Well done!

Max Norrell just failed to get his target of 23-29 in the Evening 10 Series, but managed a very creditable 24-05 - a huge improvement . Obviously the temptation of a Corima cycle was not enough!

In the last issue of Bonk the Evening Series was being led by Paul Delani and Shaun Reed with two wins apiece. The final results are below, with Simon Prior taking the Series.

There are 17 events that count. Points are awarded with 1 point going to the winner, 2 for second, 3 for third and so on. The person with the least points after completing a minimum of 6 events is the winner.

The results of the Evening Series are as follows:- 1st Simon Prior (6), 2nd James Dear (10), 3rd Alan Rolfe (14), 4th Shaun Reed (15), 5th Colin Jones (19)(1st vet), 6th Stuart Davis (30), 7th Steve Bowles (31), 8th Boyd Johnson (32), 9th Andy Stobbart (46), 10th Richard Light (49)(1st junior), 11th Mike Archer (51), 12th Kevin Burton (55), 13th Paul Charlton (58), 14th Stuart Wilkinson (65), 15th Stuart Medhurst (70), 16th And Parsons (75), 17th Dave Cox (77), 18th Chris Berryman (91), 19th Bob Normam (98), 20th Colin McKee (102).

41 Club riders took part in the series, with the above 20 completing 6 events or more. Thank you to all those who helped with the smooth running of the series, with very special thanks to Paul France, John Dutson, Stuart Greenway, Dave Dunbar, John Armstrong, Tim Wells, Ken Miller, Nikki, Graham and Jane Lade.

Simon Prior would like to say a special thank you to John Dutson and Dave Dunbar who gave up a whole day to help in the SCA 12 hour. Without their enthusiasm, commitment and support the Club record would not have been broken and it was a true team effort on their part that made me pull through the hard times. After about 70 miles I cramped in my left leg. I don't know how I managed to keep going. I can only say that it was a true team effort on their part that made the day and I can't thank you enough.

That all folks. See you in the next issue!

EARS

SOUTHBOROUGH WHEELERS

The early part of the racing season provided the usual flurry of activity for Southborough Wheelers. We promoted three events in three weeks. On 21st of March Tim Chacksfield organised the club's open 10 on the Harrietsham course getting 10 tandems and 75 solos to enjoy the mild spring afternoon. The following week Arthur Smith promoted a Kent V.T.T.A. 10 at Bethersden with 55 riders producing reasonable times on a fine cold morning. Then on the first Sunday in April Les Hayman promoted the Association's 2-up which attracted an astonishing 106 entries - 30% up on the numbers in any of the last 5 years. Mid season also stretched resources as the club again promoted their evening open 10, the morning 25, the afternoon 10 and mid day road races- not quite on the same day but within a fortnight. As is so common this year numbers fluctuate widely.

Racing members have been less organised and less successful this year than they were last. Malcolm Martin and John Harding both started the season in fine form but faded out as work commitments reduced their cycling. Jimmy George has been our most successful rider. After getting under the hour more than once in Kent he finally took Paul Woodman's junior 25 record with a 57.31 on the F1. Gareth Robb has proved to be top dog in club events though Colin Nightingale and Tim Chacksfield have been almost as fast. Gareth's 55.42 and 2.1.43, both in Essex, are the seasons fastest times to date. John, Peter and David Watson have all done well in solo events but have travelled more for tandem races with the three of them alternating the pairing in different events. Gill Tree is still our only lady racer and she has suffered an unfortunate kidney infection which has spoiled much of her season. In the longer distances Pete Holland has enjoyed another indulgent year with two 24s and a 12 to date! With Brian Richards (C.C.Bexley) on the back he covered 386 on the tandem trike in the North Road event. His Mersey 24 on a solo trike was a little less. His training included an April ride to a T.A. meeting in Carlisle. His first day involved 190 miles in pouring rain. At 9.30 at night he arrived in Newark and pulled a slip of paper from his pocket only to find the address of his destination washed away! He was obliged to ring Gwynyth to find out where he was heading.

The K.C.A. 12 this year produced a club team of finishers. Martin Yardley and James MacNay both entered for fun, neither having ridden further than a 50 mile road race previously. They each achieved over 200 miles with Martin getting a 1 mile edge over James. They certainly finished looking much brighter than Les Hayman whose 216 miles left him looking very weary. Martin Derham had threatened to ride the 12 but found the attraction of a camping trip with a dozen girls more to his liking. There's no accounting for taste! Martins battles with Carl Streeter this year have been very close with both steadily improving. Carl is trying to recover from a broken back and Martin, not to be outdone, put his back out - whilst pumping up his tyre!

On the road racing front Mark Nightingale has done a grand job, especially in organising the very profitable open event. During the season he has persuaded nearly a dozen members to ride, mainly in Kent League races. Andrew Harvey, Stuart Mugridge and Mark himself have been the most consistent.

Ron Hayward recently persuaded several of the club's backmarkers to join him in a sponsored ride in aid of the Kent Air Ambulance. Terry, Geoff, Graham, Doug and Maurice rode a pleasant 19 miles and luckily none of them needed the services of the ambulance. A major success this summer was the club's trip to Southboroughs twin town, Lambersart, a suburb of Lille. Organised by Martin Yardley and supported by

half a dozen of the younger (and fitter) element they rode to Dover. Gwynyth followed with a back-up vehicle. They were met at Calais by a large group of Lambertsart cyclists, escorted (if such a word can be used when it was a sprint for every town sign) to Lille where they were accommodated by the hospitable French. Indeed the welcome was overpowering with a free restaurant dinner, speeches at the Town Hall and presentations. The following day an interclub ride to the Begian battlefield sites was followed by more speeches, awards of trophies etc. and farewells. The ride home was long and hard but got them all very fit.

Others who got fit by a most enjoyable route were the Watson boys who joined a Pete Crofts tour to the Dolomites for two weeks. Endless passes were stormed in competition with their mainly American colleagues but the weather was good and the scenery was breathtaking. Others, like the Smiths and the Haymans have had more sedate holidays in Samos and Northumberland. Tims trip to Ireland was dominated by music and booze. The Dunfords however have been unable to go away as Warwick awaits a hip replacement operation.

ROAMER

SOLUTION TO SUSSEX TEASERS

Competition in Summer edition of BONK

- | | | |
|-----|----------------|--|
| 1. | COOKSBRIDGE | (Cook's bridge) |
| 2. | ICKLESHAM | (Ickle sham -e) |
| 3. | HALLAND | (All in hand) |
| 4. | PETWORTH | (Wet in Porth) |
| 5. | PETWORTH | (Two in Perth) |
| 6. | BURWASH | (War in the bush) |
| 7. | BARCOMBE MILLS | (Bar C.O., MBE, 1000 ills) |
| 8. | GINGERS GREEN | ("William" stories - Richmal Crompton) |
| 9. | BRAMBER | (BR amber) |
| 10. | MAYFIELD | (Anagram - family & de) |

We received only one reply to this quiz - from Jack & Mary Dunn, who got questions no. 1, 2, 3, 6 and 8 correct, and no. 7, half correct. They will receive the prize!

Again, thanks to S.E.N. for this fiendishly clever contribution.

BRIGHTON EXCELSIOR

Silly stuff first, sorry but this report may seem a bit odd.

As some will know I have had a bad limp for some time, don't worry, my wife Jean is not leaving me, she is used to it. However, we went off on holiday on Saturday, 13th June and had a good first week (in Dorset) but on the 20th I landed up in the District Hospital in Yeovil, Somerset with the bad leg disintegrated just below the femur, painful, thus spent the next five weeks and three days in various hospitals, doing the 'tour' of Somerset, Sussex and Surrey until 29th July. I had obviously missed a few bits of news but nevertheless I'll do my best to put these notes together a bit. Incidentally, I was at the top of a 160 foot tower at Stourhead when the leg gave out. Handy!

On the event scene, early in May we had the S.C.A. Championship 25 mile time trial, which produced some activity, our 'A' team of Lawrence Clifford, Paul Cook, Charlie Parsons and Ken Moffat coming fourth with a total 4.25.06 and 'B' team, Andrew Cox, Neal Shaw and Keith Balcombe third with a total 3.31.16. Moving on to the S.C.A. 50 later in May our two Keiths came in with 'Pettifer' recording 2.14.45 and 'Balcombe' 2.23.50. I must however mention Steve Elms (East Grinstead) for his 1.55.31. Well done! How does he do it?

At the S.C.C.U. 50 in June, efforts are hotting up with Alan Robinson's 2.06.38 and Paul Cook, 2.08.17 "keep it up lads", Alan Bowry, 2.15.07, Keith B., 2.19.56 and Neil Garrett, 2.25.02. The E.S.C.A. was on June 14th on G50/83 saw our riders in action again (they seem to like 50s). This time Lawrence Clifford, Keith Pettifer and Keith Balcombe held the fort with, respectively, 2.13.03, 2.14.21 and 2.21.22 (and Keith Balcombe goes faster!).

Inevitably the 100s had to follow and on July 5th it was the E.S.C.A. 100 and I offer congratulations to Simon Prior for his very creditable 4.05.17. Times returned by the Brighton Excelsior's lads were Alan Robinson, 4.33.39; Keith Balcombe, 4.52.17 and Alan Bowry, 5.06.52.

Unfortunately we all very sadly learnt of the loss to us all of Richard Shipton on this day. Our club offers its sincerest sympathy to his family firstly, and to his club W.E.C.C. and his many, many friends.

The S.C.C.U. 100 on 26th July was not the best event for Keith Pettifer who was forced to retire with two broken spokes and an unrideable bike, especially as he would have won our B.E.C.C. Vets B.A.R. (at least he probably had enough spokes in his wheel to start with, as I had ridden a couple or three seasons a few years back with about four spokes missing from the front wheel - all the time - well they are quite expensive).

In the B.E.C.C. Open 25 Tim Stevens (Team Clean) won with 54.10 and several other riders got well under the hour. Well done and thanks for the support once again from all those taking part and helping to run the event. Times recorded by B.E.C.C. riders were Andy Attwood (1.00.21), Alan Robinson (1.02.38), Keith Pettifer (1.03.45), Keith Balcombe (1.04.44) and Ken Moffat (1.06.15). This event was as usual followed by our annual Family Picnic (which I unfortunately started but could not finish - no jokes, please!).

Thanks to Keith P. and others the festivities went well with some forty adults and eight children turning up after mid-day at the Star Inn in Steyning where beer and chat seem to have prevailed rather well into the late afternoon, with hosts Bob and Judy providing a hearty ploughman's for us, thanks to them for that and for the use of their pub garden.

A very special notice and congratulations to our two very stalwart members Keith & Su Balcombe to whom we wish "**Happy 25th Anniversary in September 1998**". We also thank Keith & Su for their help with events and particularly Su for her excellent timekeeping duties.

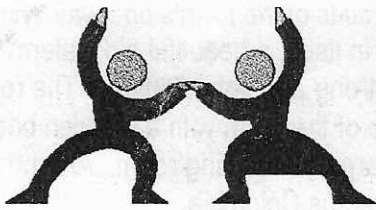
Now back to racing and the best times of the B.E.C.C. evening events series were recorded by Lawrence Clifford with 21.44 for a 10 and 38.40 for 16.5 miles and Andy Attwood 1.02.10 for 25 miles.

Now a special B.E.C.C. report on the Clarendon Four-Up Time Trial, an event which seems to have produced some amazing acrobatic skills by our riders - perhaps a 'left over' from the 'mad bikes' at Thakeham in 1997!?? Peter Fray, Keith Balcombe, Alan Bowry and Keith Pettifer embarked on the 60Km event with a promising all vet team; early in the event Peter Fray crashed but continued well and gained strength as the event progressed. Keith B. says Keith P. was the strongest rider: they needed to be as shortly Alan Bowry and Keith B. touched wheels and had a nasty crash - as Keith puts it - hurt knees and back and buckled front wheel were the result of this (we're doing fine so far) but - they all finished riding although Alan Bowry was naughty again, he made his chain come off on a hill. If it hadn't been for all this I reckon they'd qualify for the next Olympics, and they only finished seven minutes behind the winning vets team, the East Grinstead Triathlon Club who got round in 1.33.41, our lads achieved a very good 1.40.59. Isn't that what 'real cycling' is all about? I'm sure that over the years many other riders and club activities have continued to prevail because of this enduring spirit amongst cyclists country wide.

Then it was the day of the 12. Well, what can we say? Another boiler of a day to say the least, our friend "Mr" Shepherd did another "splendid" 260 miles to win the event, with our Team B.E.C.C. holding their ground with the following 'un'confirmed mileages from Alan Robinson (226 miles in his first 12), Keith Balcombe (202) and Keith Pettifer (198). The team hung in despite the conditions and shortly before Keith P. finished he decided to kiss the road in thanks for a wonderful day out, only to find that he was to be thrilled by a cuddle from Sylvia Burgess and a message, sorry massage, from Eric Bonner. What these blokes will do for a bit of attention.

This is never gonna end. However one last bash by our ever popular Keith Pettifer. At our picnic Keith had casually asked about having a go on the tandem and rode our last Washington evening 10 paired up with Bumph Penfold (his first go on that type of machine), they recorded a 21.25 and Keith was mercilessly roped in for the Leo R.C. tandem 30 on E72. "We'll do that" said Bumph. They did well to return 1.6.25; Keith Balcombe who rode solo did 1.14.05 but as Keith's jottings remind me, we have to record Matt Illingworth's outstanding ride for Brite, achieving a competition record of 57.31 an incredible average of 31.29 m.p.h. I'll finish the racing news on that particularly good note - for them and us. All that is remaining is our hill climb on Steyning Bostal on Sunday, 11th October, starting at 11.00 a.m. Come and have a go.

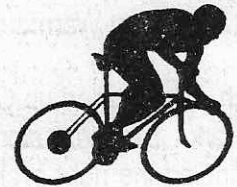
I'll finish off with a big THANK YOU to all who have helped to contribute to this Bonk report and to all my many friends in my club who have offered help and warmth to Jean and myself during my incapacity (that's a big word) and finally to announce that the



B.E.C.C. Annual Dinner/Barn Dance and Prize Presentation is on Saturday 20th February 1999 at The Brighton Hotel, Brighton. Contact Dick Jones on 01273 770047 A.S.A.P.

See you up, in or on the road.

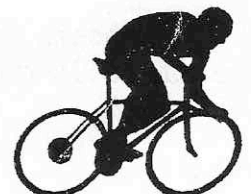
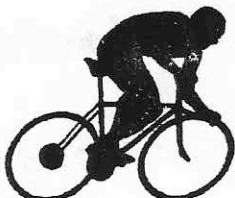
Excelsiorian



Congratulations to riders

from E.S.C.A. Clubs who qualified for, and rode in, the G.H.S. Final

Jimmy George	Southborough Wheelers	24.06
Daniel Paine	Brighton Mitre CC	24.45
Keith Newsam	Lewes Wanderers	25.38
C. Dransfield	Worthing Excelsior	26.42
Sean McLelland	Worthing Excelsior	27.40
Kathryn McLelland	Worthing Excelsior	32.09



RIDING THE SOUTHDOWN WAY CYCLE ROUTE JUNE 26/27/28

The idea was not to rush from one end of the route to the other but to take in the views and soak up the atmosphere. Three of us arrived by car on the Friday; we left the M3 at junction 11 and did two circuits of the town's one way system before we found the Youth Hostel. The visit to Winchester Y.H. was an experience in itself, a beautiful old watermill in the middle of the town straddling the river Itchen; my companions were John Armstrong and John Dutson. The room we had was way up in the rafters, a 3 foot (90cm) high beam ran through the middle of the room with a wooden bridge over it to get from end of the room to the other... We had an excellent meal in the large banqueting room. Around the town that night it was very noisy owing to the fact that the football was on, England versus Colombia.

In the morning reinforcements arrived in the shape of Paul France and Graham Lade driven there by Jane and daughter Nikki. They had very cleverly left the M3 at junction 10 and driven straight to the Y.H. car park rendez-vous and avoided all the hassle that we had. We had photographs taken outside the hostel and then set off on our traffic free route to Eastbourne, one hundred miles distant. We crossed the M3 over the new bridge, the old concrete bridge which crossed the old dual carriageway was called Spitfire Bridge after the young pilots who flew their Spitfires under it during world war II. I noticed on the town map that the road running alongside the M3 is called Spitfire Road.

What a terrible scar the cutting through Twyford Down is! Why the hell didn't they put it through a tunnel?

It was not long before we had lost our way and finished up in the village of Cheriton; we were using a Harvey's strip map of the Southdown Way but we had run right out of it. So we were stuck at Cheriton without a map between us but ace navigator Graham soon got us back on course. We met up with John (Dutson) who was driving the back-up vehicle at the pub at Warnford, our first stop, and we sat in the garden next to the watercress beds and had our lunch.

After lunch, a long grind up Old Winchester Hill, good job it was on tarmac. Afternoon tea was at the Queen Elizabeth Country Park. Excellent stopping place right on the A3 south of Petersfield if you are a main road basher. We had difficulty finding the right cycle route out of the Park. Tower Hill, Beacon Hill, Pen Hill and Twyford Hill came in quick succession, then we whistled along on top of the Downs heading towards Graffham along Sustran type tracks with a howling tail wind, then a long hazardous drop down to our b & b at Graffham. We were well looked after by the landlord in the Foresters, the local pub after we had had a good clean up at the b & b. It was very busy on a Saturday night. Good job Graham had booked. We had covered forty five miles the first day off road, well shaken but not stirred. We all had first class b & b complete with swimming pool or horse riding facilities if required.

A long grind next morning back to the top of the Downs. On the way to the Amberly elevenses John Armstrong, ace mechanic, stopped with Paul France to repair a young lad's snapped chain. They were awarded the Good Samaritan jersey of the day. Lunch was at Franklands pub, Washington, once again out in the garden. We met Jane and Nikki Lade as we dropped down to the Adur valley, also our back up man John. We had tea and cakes at Bramber. At the Truleigh Hill Y.H. there was a major disaster - we could not buy a beer after our evening meal. The nearest Graham got to a pint was three miles away as he sat on top of the Downs looking down on the Dog and Shepherd at Fulking. The food at this hostel was not as good as that at Winchester.

Elevenses next day was at the top of Ditchling Beacon, coffee and cakes carried up from the village shop by our two domestiques - John had now been joined by George Henty - and they never stopped talking about the girl in the shop. The last stop was at the Abergavenny Arms at Rodmell, only three more long draggy miles to Eastbourne. It was tea at Alfriston then a long freewheel down into Eastbourne to finish at Paradise. More photographs were taken and there is a rumour going around that we might even get put on the front cover of the Club handbook.

We all enjoyed the trip, the rain threatened for three days but never came to anything. They all want to do it again only the other way round next time.

Stu Greenway

PARIS - ROUBAIX CYCLO 1998

A personal ambition of mine was achieved on June 14th when I completed a cycling event over the full 164 mile course that makes up the Paris - Roubaix classic. Any event of that distance is not going to be easy but is not until you have ridden over the 30 miles or so of those stretches of cobbles that are claimed to be roads that you realise how difficult they are. Watching the professionals racing on TV gives you no idea of the condition of these so called roads.

My day started with a 2.30 a.m. alarm call in our Hotel Campanile in Compiègne and by 3.20 I was making my way through the quiet streets towards the nearby village of Choisy au Bac for the 4 o'clock depart. Upon arrival I joined the queue of riders (a total of nine hundred and sixty riders registered) waiting to have their brevet cards stamped on the start line and ten minutes later at 4.03 my journey into the unknown began.

The first hour was in complete darkness, though the miles and villages passed quickly enough, riding along at 'evens' in a group of about thirty riders hearing a variety of languages including French, Dutch and Italian. By the first controle at St. Quentin (31 miles) our lights were no longer required so I packed mine away and took advantage of the free refreshments available. The actual controle was in a school building with two large doors opening onto the car park area. This allowed the impatient riders to ride in through one door, have their brevet card stamped and ride out the other door, barely stopping.

My short stop there meant that I had been dropped by the group I had been riding with, but I soon caught up with a French rider with whom I shared the next thirty miles, until we encountered the first section of cobbles at Troisvilles (57 miles covered). Here I had a rude awakening as to the severity of the route next to come. Until now the roads had been of good quality but suddenly I was thrust into a nightmare of thick brown liquid mud and cobbles the size and shape of a small round topped loaf. Each cobble was separated from its neighbour by years of neglect with a high central section flanked by steeply cambered, rutted sides. Within twenty yards I had been left by my companion and was off my bike as I negotiated a large area of mud across the track. At this point I wondered what on earth I was doing here as I still had another 100 plus miles to go to the finish, but worst of all, another 30 miles or so of these tracks. If it was all going to be like these first few yards what had I let myself in for?

Fortunately for me the track soon started to go uphill slightly and although it was still intolerably rough, the mud was left behind. After what seemed an eternity (actually 2,200 metres) the route became smooth tarmac again. I had survived the first section, now only twenty seven more to go. The second section was not as bad as the first in that the cobbles hadn't separated from each other and it was not as rutted. By the end of this second section I had become a little more accustomed to the roughness and continual bouncing from one stone to the next. I tried to follow advice from experienced riders, try to keep your arms and hands relaxed and pedal slowly in a large gear. This seemed to work and my confidence started to grow, I even caught and passed my former French companion.

The third controle at Valenciennes was in a disused factory next to their football stadium where more free cakes were enjoyed. Unfortunately by now it had started to rain again so that by the time I reached the dreaded Wallers-Arenberg Forest conditions had worsened considerably. The approach to the forest is downhill over a rough level crossing but the roughness of that is nothing compared to that which follows. This is a 2,400 metre section through the trees but in common with the pro riders I soon left the rough cobbles for the grass strip to its right hand side. This was the only time that I didn't ride over the cobbles all day. The reason for this being due to the wet conditions. The mud was even more slippery than the cobblestones but in this forest section the 'mud' was in fact black coal dust. However every few yards a puddle had to be ridden through and it was impossible to tell how deep they were or what dangers might be lurking in one of them. In one of them I almost lost control and just managed to avoid falling headlong into the ditch.

By the fourth controle at Beuvry la Foret I was starting to tire from my efforts. My initial 58 miles in the first 3 hours had now deteriorated into 112 miles in 7 hours. The professional race is over in about 7 hours and I still had 52 miles, including fifteen more sections of pave, to go. Yet more cakes saw me on my way but I was becoming more tired. After the initial shock of the first pave section I had settled down and could just about manage to 'race' over the easier sections at 12 - 14 m.p.h. But now on these rougher sections I was down to 5 - 8 m.p.h., grinding along, being shaken incessantly. The only good thing about the pave was that it took so much concentration just to keep moving along, not falling off and with the continual battering from the cobbles that my fatigue didn't seem so bad.

The rain continued to fall, creating large puddles that could hold untold dangers on the sections of pave. At one point in the distance I could see what seemed like an oasis of smooth road in the middle of a particularly bad section that had seen me almost fall a couple of times. When I eventually got there I realised in fact that it was a large puddle about twenty yards across the whole track giving me no option but to try to ride through it, as on either side was a bank and ploughed fields. I slowly stumbled my way through, trying to keep moving, unable to tell what was below the surface of the puddle, at times my feet being submerged in the water as I pedalled.

The shortest section of pave was a mere 200 metres long, the longest 3,7800 metres, the average being 1,600 metres, or about a mile. At the speeds I was negotiating each of them they seemed to last forever, especially the rougher ones. It is hard to describe what they are like but a small comparison can be found in the entrances to some Tesco supermarket car parks. Here they have section of cobbles about six feet wide designed to slow car drivers. Next time you are nearby, try cycling over it and imagine riding over that surface for mile after mile and it will give you an idea of the pave conditions. That six foot section would be considered smooth and well engineered compared to much of the pave of the 'Hell of the North'.

After my French companion and I parted company, I spent much of the rest of the day riding alone, occasionally passing other riders, until with about 5 miles to go we met up again.

I eventually arrived at the velodrome in Roubaix to finish almost exactly eleven hours after I had started. I was tired, very wet, covered in mud, but with a great sense of achievement that I had completed the event and ready to collect my rewards from the organisation (local produce, including a bottle of beer, tin of meat stew, a pudding mix, pen, local newspaper article of the event, riders photo, more cake, toy cyclist, fruit drink and certificate d'honour) Paris - Roubaix is a unique event that has no comparison. I consider myself lucky in that I did not fall or puncture and that my bike held together despite the conditions. If you are looking for the ultimate hard riding challenge try this event, for a flat course it doesn't come any harder.

Would I do it again? probably yes, but hopefully in the dry next time.

Peter Baker
Lewes Wanderers

Sometime in August I realised I had a 'free Sunday' which in layman's terms means I am not racing. Silly me. Much against my better judgement I had entered the 29th Wheelers 25 on yet another Crawley course variation. Accompanying Seymour the Elder I initially ventured up Buchan Park Col de Madeleine, the wind I ventured to guess was not going to do me any favours on the return leg and so it proved 100% correct. I slunk back to the Lewes autobus, poked my head around the HQ without once looking at the result board, only to be confronted by Mr. Woodburn, who although sympathetic, felt the need to remind me of my passing years, so from one old timer to another I felt a lot better.. yet another event which boasted a total of seventy five vets out of one hundred and twenty. It doesn't get any better.

After I dispensed with the morning activities it occurred to me that the Rt. Hon. David Stokes had requested my presence at the S.C.A. Annual attrition event, namely the quite awful 12 Hour. I was to present myself at the Cowfold giratory, double or treble roundabout race course, resplendent in my marshalling jacket for some refreshment and light entertainment from the 32 strong field. Could I resist this treat? Of course I couldn't, arriving at approximately 12 noon I spent an hour with numerous members of the Sussex Nomads C.C. who, like myself, had been co-opted by Mr. Stokes, with I believe, the promise of wages, expenses, food and drink. Needless to say, as the day wore on I distinctly got the impression that no goodies were coming my way and that once again I was going to be that much poorer by the giving of my services. By 1320 hours the various members of the S.N. had departed for I assume a slap up meal provided by the Dave Stokes ensemble. I was joined by Brian Leaney, another stalwart of the 'let's get it together club' the Losers wanderers. Brian immediately purchased for me a pint of lager. Does this come out of the Lewes slush fund, I ask myself. Well whatever, it was a nice gesture and worth a page or two by itself. As the afternoon gradually wore on the race's attrition had clearly whittled the field down. Marina Bloom who clearly was enjoying herself with Mike doing a Team Telekom with a bus full of bikes and keeping close contact. I'm not sure whether the bikes I saw were ones Marina had been repairing back at the shop. One seemed particularly suspect and looked as if it had seen better days. I see Marina has now rejoined the Crawley after yet another spell with a sponsored club. Was she person, I wondered, who had tried to join a Brighton club and had received the 'cold shower' treatment (see my article in the last issue of Bonk). Eric and Eileen Bonner were next on the scene; like Brian, drinks were offered, clearly the Sussex Nomads hospitality policy was paying off. Richard Blackmore was next on the scene. Now Richard, as far as my memory serves me, only officiates when dosh is mentioned. I felt very comfortable in his presence knowing that perhaps a brown envelope would shortly appear. Needless to say, I am still waiting!! However I was able to supply Richard with some input and times which clearly he had not been able to obtain earlier. It was also noticeable that no East Grinstead riders had entered the Hell of the S.C.A. I suspect that E.G. sportive director was simply unable to negotiate satisfactory terms for entry. At approximately 1520 hours the head timekeeper turned up in the now fashionable wasplike livery of the Crawling Wheelers. After inspecting the marshals, clarifying the times and generally approving of our efforts, Mr. Stokes was seen making his way back to HQ for drinks and a late lunch.

Did we see the folding stuff? Did we heck! Dave plays it close to his chest, a canny grin spreadeagled his features when the subject was brought up, his reply was simply this "I am only the timekeeper, it is the S.C.A. who run the event and in any case I have to spend so much of my time and pension propping up the Crawlies, I really cannot discuss the matter further". So endeth the first lesson, what could I say? It seems that the head timekeeper is briefed very thoroughly by the S.C.A. inner cabinet.

I did finally yell a few 'chosen' words of encouragement to Marina, who I felt was down on the return leg (looking for yet another club); Keith Balcomb who was using Sue as an interpreter for his condition; Sir Charles who reminded me of a member of the Adams Family; and apologies to Simon Prior for sending him up to Horsham. By 4.15 I felt as though I had been an entrant in the 12 Hour.

If, Ed, you receive my expenses, please send them on. They are not going to charity, that's for sure.

In consequence to Dave Hudson's comments on behalf of the Worthing, I may very well enter Tony Palmer's November extravaganza, provided the following is adhered to

1. A personal invitation from the Worthing to myself and the Snapper.
2. No mudguards and plenty of food as a pre-requisite - we want this in writing.
3. The course should be marshalled and a large medal be struck and awarded to all those who compete. The first rider home should have a Worthing dinner ticket for self and guest.

Anyway, I always have a special fondness for the Worthing; Angela shares her sons' lunchbox with me at Goodwood, countless teatime helpers give me the odd seconds at the '10s' and Andrew has clearly learnt that it isn't always in his interests to be responsible for the tea congealed in that quite awful urn.

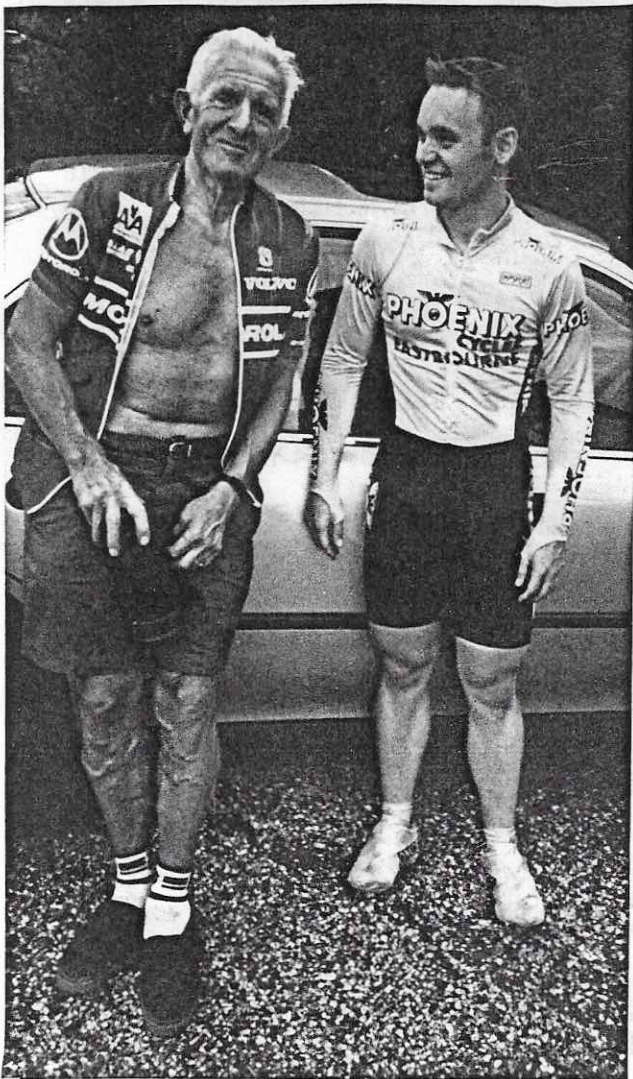
Talking of Audax/randonnee, I took in the Hastings & Rother Valley 1066 item on June 7th. This started at Hastings, turned down to Rye, to Bodiam, Battle, down to Pevensey, Bexhill and back to Hastings all with no mudguards (what a totally ridiculous rule this is, or is it a rule?). When I got my start sheet I was informed it was 106.6k - well, it wasn't, it translated into 72 miles. Accepting it was going to be a road race I selected the Snapper and Ronny Rogers to join me for the main exodus. Guess what? We could start at any time, so in company, but briefly, with Snapper, say two hundred yards, Ronny and myself joined up with a vet from London, a member of the South Western R.C. and ex B.L.R.C., a trio from Tenterden C.C. and some fast moving spring chickens from the Hastings & St. Leonards. Hills! I've never seen so many in such a small area.

It was nice to meet up again with Shay Giles, still riding in Team Clean colours. On his own, Shay was involved in a horrific road accident over two years ago. Among other things he had two broken legs but was able to return to his bike after months of convalescence, only to break his leg again when falling in his garden. He feels he may not be able to race again but I doubt that. I am sure I will see him on E72 in 1999.

Anyway, we all got back - Snapper in 3hours 40mins. and Ronny and myself in a modest 5 hours. We did, however, spend a fair amount of time at the watering holes for eats, etc. Still, a nice day and no recriminations from the Audax brigade.

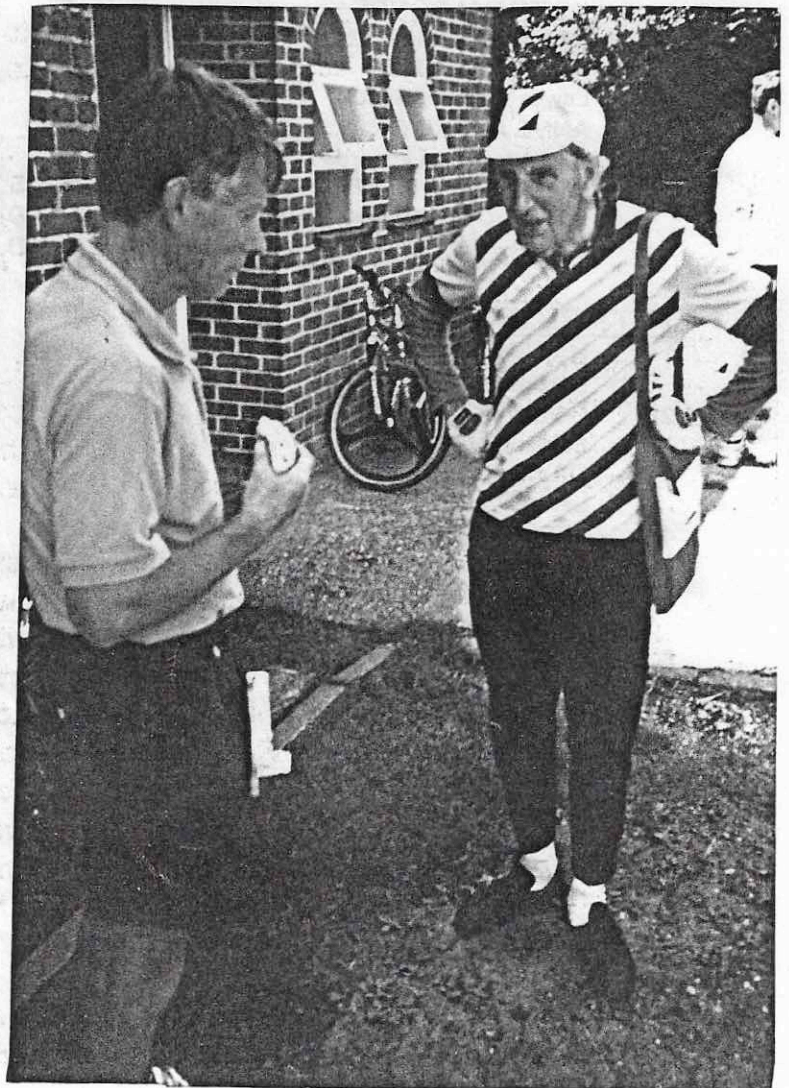
Who in heavens name invented the 'squiggy' inner tube and tub - not Planet X surely, what a rip off. Contrary to popular belief they do not close internally if you puncture. You can't keep patches on because after you puncture the inner tubes leak an alien green gunge. You can't press it down when putting away as a spare, and at a 'snip' at £9 each, forget it, it's a pure non-starter. Speaking of products, have you bought a can, tin, call it what you will, of these solid fuel/liquids now on the market, which the makers advise add to your energy levels. It appears that they are sold entirely on weight and the tin is not filled up, so beware when buying. You can't inspect the contents but you will only get a half empty tin which clearly will only last half the time you expect it to. The Bike Store recommend you take a set of scales down when purchasing, just in case there is a query about what you are actually buying.

W.H.



HARRY FEATHERSTONE & JOHN SHARPLES
EASTBOURNE ROVERS

"You've got the body, Harry, I've got the legs"



RICHARD GRIFFIN & DAVE STOKES
CRAWLEY WHEELERS

"What have you got to say for yourself Richard?
'Sorry' is just not good enough"

EAST SUSSEX CYCLING ASSOCIATION - 1998 B.A.R. RESULTS

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

		<u>25</u>	<u>50</u>	<u>100</u>	<u>Av.mph</u>
1	SIMON PRIOR Eastbourne Rovers CC	57-45	1-58-13	4-05-17	25.271
2	DAVID POLLARD Lewes Wanderers CC	57-31	1-55-59	4-14-42	25.167
3	ANDY SELTZER East Grinstead CC	58-35	2-00-44	4-15-45	24.638
4	DAVID DIXON Hastings & St. Leonards CC	59-42	2-04-58	4-25-19	23.915
5	HARRY FEATHERSTONE Eastbourne Rovers CC	1-01-46	2-04-39	4-23-12	23.716
6	COLIN JONES Eastbourne Rovers CC	1-01-02	2-07-42	4-21-36	23.669
7	CHRISTOPHER MARTIN Lewes Wanderers CC	1-02-40	2-14-58	4-35-45	22.641
8	DEREK ADDRISON Hastings & St. Leonards CC	1-04-14	2-11-05	4-41-33	22.516
9	STUART DAVIS Eastbourne Rovers CC	1-04-44	2-13-15	4-38-45	22.404
10	LES HAYMAN Southborough & District Wheelers CC	1-08-00	2-19-26	4-44-09	21.564
11	KEITH BALCOMBE Brighton Excelsior CC	1-07-58	2-21-22	4-52-17	21.273
12	HORRY HEMSLEY Lewes Wanderers CC	1-07-36	2-17-22	5-19-13	20.941
13	ANNE ADDRISON Hastings & St. Leonards CC	1-16-53	2-42-50	5-35-39	18.603
TEAMS: 1 EASTBOURNE ROVERS CC		S.PRIOR, H.FEATHERSTONE, C.JONES		24.218	
2 Lewes Wanderers CC		D.POLLARD, C.MARTIN, H. HEMSLEY		22.916	
3 Hastings & St.Leonards CC		D.DIXON, D.ADDRISON, A.ADDRISON		21.678	

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

		<u>25</u>	<u>50</u>	<u>100</u>	<u>+ mph</u>
1	HARRY FEATHERSTONE 65 Eastbourne Rovers CC	1-01-46	2-04-39	4-23-12	5.721
2	COLIN JONES 51 Eastbourne Rovers CC	1-01-02	2-07-42	4-21-36	3.702
3	DAVID POLLARD 40/41 Lewes Wanderers CC	57-31	1-55-59	4-14-42	3.596
4	LES HAYMAN 65 Southborough & District Wheelers CC	1-08-00	2-19-26	4-44-09	3.569
5	HORRY HEMSLEY 64 Lewes Wanderers CC	1-07-36	2-17-22	5-19-13	2.813
6	DEREK ADDRISON 52/53 Hastings & St. Leonards CC	1-04-14	2-11-05	4-41-33	2.742
7	KEITH BALCOMBE 47 Brighton Excelsior CC	1-07-58	2-21-22	4-52-17	0.703
8	CHRISTOPHER MARTIN 40 Lewes Wanderers CC	1-05-53	2-14-58	4-35-45	0.576
9	ANNE ADDRISON 53 Hastings & St. Leonards CC	1-16-53	2-42-50	5-35-39	0.068

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

		<u>10</u>	<u>25</u>	<u>50</u>	<u>Av.mph</u>
1	GILL TREE Southborough & District Wheelers CC	25-49	1-07-18	2-25-07	22.067
2	ANNE ADDRISON Hastings & St. Leonards CC	31-53	1-16-53	2-42-50	18.918

JUNIOR B.A.R. (1 x 10; 1 x 25)

		<u>10</u>	<u>25</u>	<u>Av.mph</u>
1	DANIEL PAINE Brighton Mitre CC	24-19	1-02-48	24.280
2	KEITH NEWSAM Lewes Wanderers CC	24-23	1-05-00	23.842
3	TIM BLOWER Hastings & St. Leonards CC	25-36	1-05-15	23.214
4	RICHARD LIGHT Eastbourne Rovers CC	25-39	1-07-38	22.785

(PROVISIONAL) (CR/ESCABARS - 140998)

EAST SUSSEX CYCLING ASSOCIATION 1998 POINTS COMPETITION

INDIVIDUAL

1	ANDY SELTZER	East Grinstead CC	108
2	STEVE DENNIS	East Grinstead CC	80
3	DAVID POLLARD	Lewes Wanderers CC	73
4	SHANE FAULKNER	Lewes Wanderers CC	65
5	SIMON PRIOR	Eastbourne Rovers CC	60
6	COLIN JONES	Eastbourne Rovers CC	50
7=	GLENN COOK	Eastbourne Rovers CC	48
	HARRY FEATHERSTONE	Eastbourne Rovers CC	48
9	PAUL DELANI	Eastbourne Rovers CC	46
10	ALAN CURTIS	Lewes Wanderers CC	39
11=	JON SHARPLES	Eastbourne Rovers CC	38
	STEVE HOLLAND	Hastings & St. Leonards CC	38
13=	MARK JONES	Group Sportiv Stella	36
	ALAN ROLFE	Eastbourne Rovers CC	36
15	JAMES DEAR	Eastbourne Rovers CC	34

TEAM

1	EASTBOURNE ROVERS CC	131
2	EAST GRINSTEAD CC	78
3	LEWES WANDERERS CC	76
4	GROUP SPORTIV STELLA	36
5	SOUTHBOROUGH & DISTRICT WHEELERS	18
6	HASTINGS & ST. LEONARDS CC	15
7=	21 ST CENTURY AIRPORT CT	5
	VELO CLUB ETOILE	5
9=	CRAWLEY WHEELERS CC	1
	CENTRAL SUSSEX CC	1
	WORTHING EXCELSIOR CC	1

LEWES WANDERERS C.C.

Rotrax having taken himself and herself off on holiday to distant parts it has fallen to me to update you on Wanderers Wanderings.

Time trial-wise our lads continue to put in some good rides. Dave Pollard now knows what it is to ride a 100 and a 12 hour with 4.14.42 in the ESCA 100 and 245 miles in the SCA 12. Talking of the ESCA 100 who rode fixed, forgot - and when fiddling with his bottle fell off? The bottle didn't have a teat on it perhaps it should have done. Dave rides gave him club championships at both distances.

Talking of championships Robert Wimble took the 25 in 1.1.24 on a variant of the ESCA course with Andrew Razzle second in 1.2.11 and Colin Homan third in 1.2.28. The handicap award went to Stuart Simmonds. Keith Newsam turned in a personal best of 1.6.15. A number of riders opted for the SCCU 50 on this day and were rewarded with p.bs. Shane Faulkner, 1.58.10; Nigel Siberry, 2.6.47; Clyde Cooper, 2.9.45. Later in the month Graham Jeffs achieved a p.b. in the Bognor 10 with 23.47. The 30 championship went to Colin Homan, 1.15.8 from Chris Martin, 1.16.40. Andrew Razzell was third in 1.17.15 after a short diversion off course. Mick Burgess won the handicap but did not spoil his quest for The All Sussex Lanterne Rouge Award as he still managed to come last. Horry Hemsley punctured but managed to take the vets standard award. He punctured the following week in the Surrey/Sussex VTTA as well. Does he get his tubs from the same place as Chris Hill?

The owner of In Gear Cycles, High Street, Uckfield, Pete Roberts, has also thrown a leg over the saddle in anger after a short break. A 55.13 in the Oxford City 25 brought a smile to his face as it was nine seconds faster than Shane Faulkner; Pete also found his way inside two hours in a 50. Talking of Pete, who was the helper in the SCA 12 who forgot his new road bike was on the roof until he heard the bang and saw bike and roof rack sitting in the road behind him. Parking areas often have height restrictions, Pete.

Two other classic club events have been settled since the last Bonk. The circuit of Danehill was taken by Paul Hunt in 48.02 just in front of Robert Wimble, 48.10. Chris Lord was third in 49.04 and took the vets award. Paul's ride gave him the handicap in front of comeback rider Hugh Proctor. The Circuit of Earwig also went to Paul Hunt in 47.02 with Nigel 'fixed wheel' Siberry second, 47.48. Andrew Razzell was third in 48.01. Steve Burgess took the handicap award and Ian Landless the vets award. The entry for this event was twice as many as for the 25 and 30 championships. Perhaps we should run these in the evening as well!

The oft maligned Lewes Evening Crits have been and gone. Full fields and some attacking racing saw Martin Markowski take the overall classification. The series has been going since 1966, and no, Geoff Willcocks has not had the same car all the time. Geoff's most recent Allegro, a snip at £45, has a customised roof. Someone had fitted a sunshine roof, this had rusted badly and had to be removed. The void was filled with hardboard and filler. With luck the filler will get rubbed down and undercoated before 1999. Perhaps a top coat for Xmas, who knows? A certain lady President was offered a ride in this vintage vehicle. She declined. The memory of a lift in a certain Austin 7 on a windy day from Newhaven to Brighton in 1957 is still to fresh in her memory. Back to the crits though - many thanks to Sandra Hill and all her helpers and also the various sponsors who must make this 'fish & chipper' one of the most lucrative.

The Hove Park Crit series has suited our lads with Mark Winton and Peter Baker consistently in the first three, with Mark making number one spot. Mark Burgess has also been a winner in the juvenile events and also won the juvenile series at Preston Park, where Peter Baker was also a consistent performer.

Cyclo-cross is with us again. Mark Winton took second place in the VC Etoile event with Steve Burgess fourth and Harry Reed eighth.

The evening 10 series ended with the 2 up. Chris Martin won with the help of Andrew Razzell and then bemoaned the fact that our evening events never make the papers. Chris 'Mario the Mouth' Martin also had a bet with Dave Pollard that he would beat him in the 12 hour. Chris didn't enter - couldn't get any help he said. Dave beat Chris's p.b. I'm not sure who was most relieved but I suspect this story will run and run. How can someone out of work afford to bet? Come to that how can one of our hard-pressed shopkeepers afford to bet with all these high business rates, etc? Passing thought, if the owner of a Seaford health food shop goes to the Duc-Normand will he get turned over by the French police and customs?

Back to the evening 2 up, it featured two old gits in pink tops who had been to the Pedalata Rosa on the last day of the Giro. As was the case in the Giro - the bald one went well but the hairy one struggled. I think the highlight of the Italy trip for them was not the Giro or their ride but the visit to the Cyclists Chapel at the summit of the Madonna del Guis Allo. In the chapel are displayed jerseys and bikes of all the Italian greats, even Eddy Merckx has a bike there. Still the old gits did get their picture in the comic.

Reading the Sussex Express helps to keep you in touch with club members past and present. John Edwards, a member in the sixties and now to be found at Intersport in Lewes, has twice been featured. Once in his racing car and also as captain of a mid-week cricket team. The letters page had one from Nick Hamlyn and a Helen Pollard. Mark Norman of Hike & Bike at Alfriston also featured over a charity ride as was Nigel Siberry.

Date for your diary
Lewes Reliability Trial
Sunday 31st January 1999
No fitness needed just the will to survive



in the hope that Rotrax is back before the next deadline - all the best.

Burke & Hare

CHARLTON ATHLETIC TOP OF THE PREMIERSHIP. This news that came with a 5-0 beating of Southampton almost caused Pete Roberts to overpay his aged Saturday boy. If Charlton keeps this up should make for some interesting chaingangs: Pollard (Q.P.R.), Pelling (Westham), Martin Chelsea), that's the team from the med. area. I hear that there's a cycle shop person who supports Crystal Palace. Who?!!



SOCIAL EVENTS 1998

November 8th
Sussex Cyclists' Association Lunch

November 14th
Eastbourne Rovers Dinner/Prize Presentation

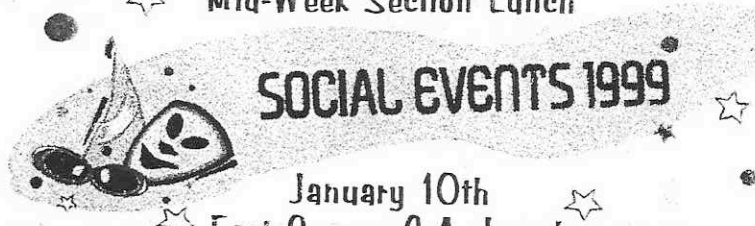
November 18th
East Sussex C.A. Annual General Meeting
"Kings Head" East Hoathly

November 20th
Southborough Wheelers Dinner

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

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

December 30th
Mid-Week Section Lunch



SOCIAL EVENTS 1999

January 10th
East Sussex C.A. Lunch

January 22nd
Sussex Nomads Dinner

January 30th
1066 Annual Dinner/Dance

January 31st
Lewes Wanderers Reliability Trial

February 7th
Surrey/Sussex V.T.T.A. Lunch/Prize Presentation

February 20th
Brighton Excelsior Annual Dinner/Barn Dance

SUSSEX NOMADS C.C.

Not a lot to say again. The club is going about normally, i.e. club runs, holidays, etc.

We have been involved with two road races, which is much more hassle than time trials. Last minute course changes, half miles away from the start, riders coming and going in dribs and drabs, making it difficult to keep the teapot hot. Following cars, lead cars with flashing lights; red flags, a white flag and a chequered one; at least there is not a start sheet and a result sheet to organise.

We had a very successful '10' series, six Friday evenings, a ride, a chat and sometimes round to the pub for a drink.

Alan went on the Dieppe Raid (Circuit de Trois Vallees., a good weekend. Thank goodness the sun was not full out all day, even the 90k had some nasty climbs. This is a very well organised weekend over three days, Saturday/Sunday/Monday, at a hostel type hotel and the ferry at reduced rates, so think about it next April and get your entries in (Alan can provide details).

We have our date fixing meeting soon but I can tell you now that our Dinner is on January 22nd and the price will be very reasonable. We are also planning skittles evenings, a fish & chip supper, ten pin bowling and a 100 in 8.

That's all folks. See you.

Nomadicus.

HORACE HEATH.

We recently learned of the death of Horace Heath, Eastbourne Rovers. Horace was the proprietor of Heath Cycles for many years and longstanding members of the Association will remember him well.

Edna the Echidna (a fable in verse) appears on the following two pages. S.E.N. writes: Senior members of the Association may well remember Ray Ottley, onetime member of the Central Sussex, and secretary, club rider and racing man with the eastbourne Rovers in the mid-fifties. He was also an occasional contributor to BONK, and one poem concerning the 'musical' contributions of cyclists to the BBAR Albert hall concerts was particularly memorable. Ray has now lived in Scotland for many years, but his poetic talent has not deserted him, as is shown by the following moving tale!

EDNA THE ECHIDNA (A FABLE IN VERSE)

Edna the Echidna led a lonely sort of life
"Who'd want to have an ant bespeckled creature for a wife?"

She nosed around the anthills sometimes bright, and sometimes moody
and this sufficed until she reached the age of feeling broody.

A thought took root. "I need a mate!! No matter cost or means!"
"O come!" she wailed "O come and help perpetuate my genes!"

She wailed by day and wailed by night but answer there was not;
the ants with eyeballs skyward said "What a hope she's got!"

(They had a vested interest and viewed with consternation
the effect upon their anthills of a rise in population).

BUT

Along came Bill, a platypus, quite handsome in his way.
His life had been no better. His courtships held no sway.

He'd chatted up a Beaver once, sent messages sublime,
but failed to notice she was walking backwards at the time.

Edna's distant wailings raised his ears - and his volition;
His thought took root. He mused upon another coalition.

He ambled up the bank until dear Edna came in view;
espied her back, and thought awhile; "You know, she just might do".

"Ahem", he said. She turned around. He saw her drainpipe snout.
"Already pursed has she her lips? - in kissing mode - no doubt!"

But Edna played more caution. Then while studying him still,
Searched through her mind's menagerie - but nothing filled that bill.

Good grief, she thought, what tragic union fathered this monstrosity.
But sniffing closer, interest replaced her curiosity.

Forgetting vulnerability to that which Cupid launches,
she touched that bill; "Oh WOW, its SOFT". And sat back on her
haunches.

What saw Bill then? Her snout saying "Ooooh", her eyes bemused
and blinking,
She'd touched him on a tender place, his mind was wildly thinking,

She'd gone too far, no going back; there is no opposition!
Emboldened thus he set about an elegant proposition.

"Edna, Hi. Now listen up good; I'm sold on you completely!"
"Oh, Bill duck, platitudes won't do!. You'll have to woo me sweetly".

So he sang his heart to the Southern Cross, sang of days and nights
of bliss;
Of sunlit anthills, moonlit creeks; of trysts they must not miss.

"Come, be my love; come be my life; let passion now redeem us;
It matters not, nay not a jot, that were both monotremous".

She succumbed - with caresses - her heart too full to speak;
And so they built a lovenest down at Anthill-on-the-Creek.

The happy union ambled on; so fond of one another.
Inevitably time does tell. "I'm going to be a mother!"

Who knows how long gestation takes; a month? A year? Or more?
There was no way of telling; this had not been done before.

Poor Edna waddled round the anthills till her feet were numb;
When suddenly with painful thrill she knew her time had come.

Parturition sweltered on; storms rent the night asunder,
But as the tranquil morning dawned they eyed their infant wonder.

Bill looked at her.... she looked at Bill.... "It's... got your eyes.....
my Mate."

"What have we done?" Bill whispered, "Oh how we've tempted fate!"

"No matter, Bill" sweet Edna said, "a monster it may be;
But it is ours; we owe it love; it is of you and me".

And thus assuaged the mismatched parents settled with relief
But sussurations in the anthills told of disbelief.

Bill and Edna quietly lived, their childing quest now sated.
But hybrid vigour took a hold. The child grew unabated

This lumbering creature blundered round, defying all resistance.
The ants packed up their grubs and moved to anthills in the
distance.

This Earth of theirs was yet quite young; its crust unset and
shifting.
Earthquakes and volcanoes were signs of its plates drifting.

The Great Creator opened chasms to form the globe He'd patterned.
The child fell into one of these; was cooked, embalmed, and flattened.

Poor Bill! Distraught he turned away, his grief was unconfined.
In comfort Edna said to him "You really mustn't mind,

It truly was a monster, it would have had no life -
It never would have found itself a ...er..husband? ...a..er.. wife?.

Palaeobiologists in aeons yet to be
Will scrape its bones and scratch their heads, write essays trite and
twee.

Speculation will be rife; they'll work till long in tooth.
But there won't be a single one who'll ever know The Truth".

Then realisation settled in; united in contrition
they sat and faced the setting sun, considering their position.

They sat and faced the rising moon, and then the rising sun,
Consumed with true repentance at the work that they had done.

The Great Voice then said "Go in Peace, your ^sconciences now free;
to you and all My children, you must leave such things to Me".

MID-WEEK SECTION

Contrary to popular belief the Mid-Week Section does not consist of broken down old hacks crawling around the Sussex lanes, although it's probably true to say that some of our rides are more relaxed than others. We are a sociable group and tend to do our hardriding on other days of the week.

Indeed some of our members have achieved some ambitious targets this year. John Manville, for instance, has completed a full set of randonnee distances all over the country, some of them in unpleasant weather conditions, as well as riding in most of the local long distance events. Mike Isitt had a lone trip to Austria with the help of European Bike Express and the Christmases also made use of this facility to travel to France. Norman Eastwood completed the Lands End - John O'Groats journey earlier in the year. Marian Shepherd spent some time island hopping off the coast of Scotland. Bill Jolly travelled to Ireland. David Kirby soared over the peaks of the Pyrenees. Various people met up in Charleville for the Federation Francais Cyclo Tourisme Semain Federal. They had all travelled there unbeknownst to each other and there was an emotional reunion when Pat Graham, Ken & Iris Stevens, John & Joyce Taylor and Mick & Rose Hills came together among the other 26,000 cyclists. Richard Thatcher sent a postcard from an unprounceable town in Russia, although I feel that this may have been a cultural tour rather than a cycling trip. John & Anita Bainbridge met friends in Norway and travelled up the coast in their campers, no doubt putting their bikes to use on the way. Jack Dunn decided that his cycling holiday this year would be a modest tour of Gloucester but this was in addition to two holidays in Europe and a visit to the Isle of Man.

Probably the most unusual journey was undertaken by our hunter/gatherer George Lillicrapp. He responded to an invitation from a friend whom he had met at agricultural college many years ago and agreed to go to Ipswich to take part in a demonstration of barley cutting using a scythe. Much to our relief he was to be lent a scythe when he arrived and had no need to take his own, he was also lent a smock by the organisers. He did however carry his own bowler hat and a large parcel of fish which he exchanged for board and lodging along the way. Mike Timperley offered the first hospitality stop and feasted for days on George's generous gifts. The next night the wanderer put up in Kemsing and then made his way to Gravesend and the ferry, arriving at his destination on the third day. There were no postcards from George but he has regaled us with a graphic description of the event.

Meanwhile we have been enjoying our usual Wednesday rides. The alternative section continues to grow in strength led as usual by winsome Jean Steel and Grace Richardson. Len usually keeps a 'steely' eye on Jean but Grace's behaviour is sometimes very unhibited. Recently she waved vigorously to the driver of an MGBGt who had acknowledged us, saying something to the effect that she was anybody's if they were driving that particular model of car!

I hope that all our wanderers will have returned in time to attend the Anniversary Lunch on October 14th.

Baggy shorts

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 **Checkpoint 4** (47.5mls) (TQ523163).

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 car park south of The Cherry Tree inn at Dale Hill (16.1mils). Check Card No.2 will be given to the Checker at Bodiam (25.3mils). Check Card No.3 will be given to the Checker by the letterbox at the right turn just before Hale Green (44.6mils). Check Card No.4 will be given to the Checker and Timekeeper at the King's Head, East Hoathly (47.5mils). *NOTE: We have used this course once before in 1991, but the first and second Checkpoints have been re-located.*

CHOICE OF TIMES

Riders may choose to complete the course in 2hrs.55mins., 3-20, 3-45 or 4-05 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 1225 and 1235. The first 3-45 group will go off at 0845 and should finish between 1220 and 1230. The first 3-20 group will go off at 0900 and should finish between 1210 and 1220. The 2-55 group will go off at 0920 and should finish between 1205 and 1215. *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.*

Normal Club riders should be comfortable in the 3-45 or 3-20 groups, which only require average speeds of 12.66mph and 14.25mph 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, 11th 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 in January, 1999 (see Diary page for date and location). 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 3-20 and 3-45 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.

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. Round the course, there are public toilets at Ticehurst.

THE LUNCH

There will be a Special Cyclists' Lunch in a private room at the King's Head, East Hoathly, starting at about 1300. A good three course lunch will be provided at the excellent value price of £6.90. All the main courses are served with Roast and New Potatoes plus a Selection of Fresh Vegetables. Coffee or Tea is 50p extra. Vegetarians are provided for with Soup followed by Mushroom Stroganoff. 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, 11th 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 11th Reliability Trial based on East Hoathly and for the first time we are re-using a course we used in 1991, but with different first and second Checkpoints. There are no fords on this course so, hopefully, it will be ice-free and 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 as there are two 10% descents. 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 be **VERY CAREFUL** crossing the A267 just before Heathfield and turning right off the A267 at the May Garland in Horam. Please **DO NOT** block the road for other road users at the Checkpoints.

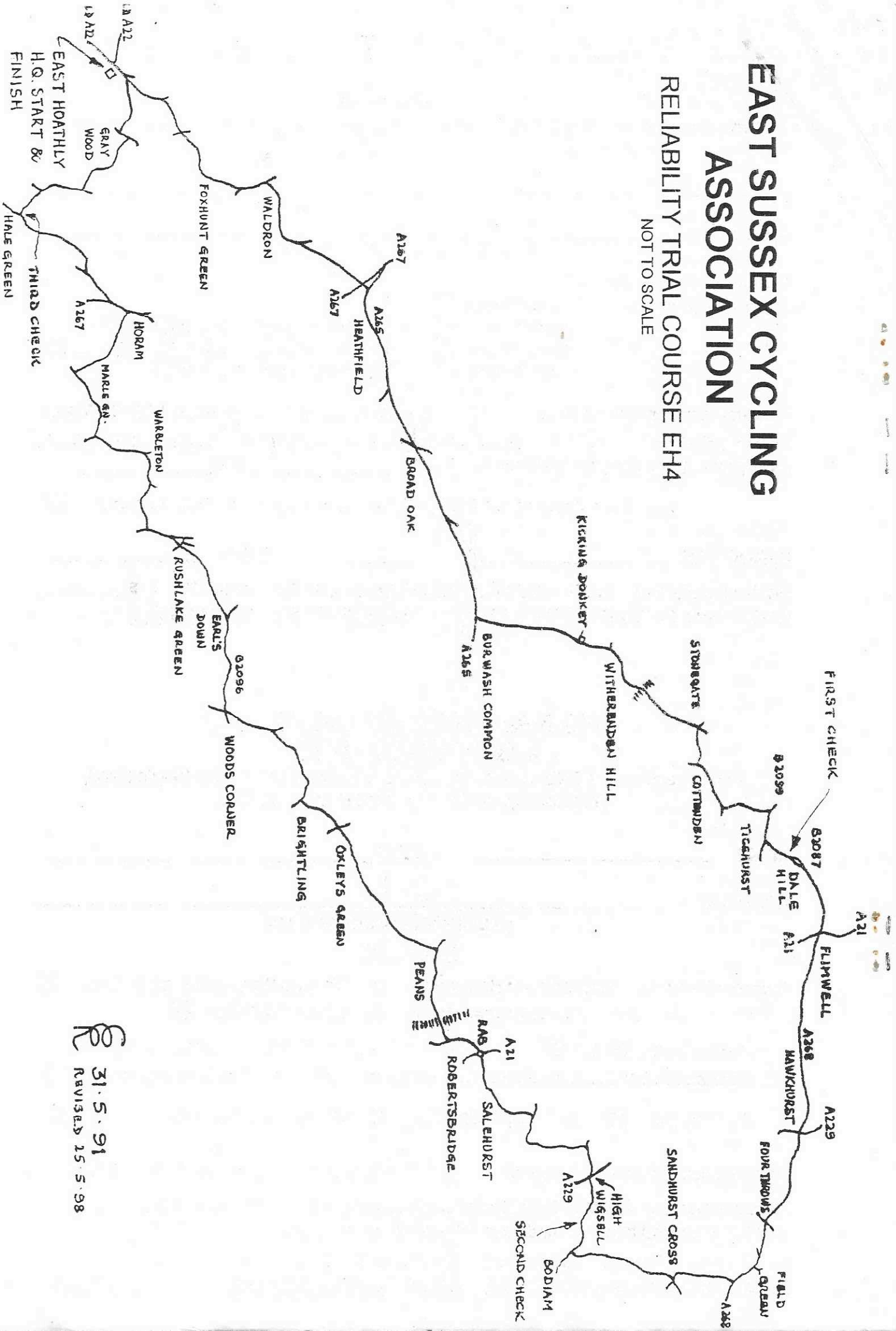
All riders are asked to help make this an enjoyable event free from accidents

THE E.S.C.A. RELIABILITY TRIAL 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 and the Woodham Hall Hotel do **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 EH4
NOT TO SCALE



31.5.91
REVISED 25.5.98

EAST SUSSEX CYCLING ASSOCIATION 47.5 MILE RELIABILITY TRIAL

ENTRY FORM

Please enter me for the E.S.C.A. Reliability Trial on Sunday, 22nd November, 1998

NAME _____ CLUB _____

ADDRESS _____
(PLEASE USE BLOCK CAPITALS)

I aim to complete the
47.5 mile course in:-

2hrs.55mins.

3hrs.20mins.

3hrs.45mins.

4hrs.05mins.

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 BCF _____ CTC _____

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, 11th NOVEMBER, 1998**

EAST SUSSEX CYCLING ASSOCIATION

LUNCH BOOKING FORM

Please reserve me ONE seat for the Special Cyclists' Lunch at the King's Head, East Hoathly, on Sunday, 22nd November, 1998

NAME _____ CLUB _____

ADDRESS _____
(PLEASE USE BLOCK CAPITALS)

THE MENU

Brussels Pate with Toasted Brown Bread or Tomato Soup with French Bread

or Egg & Prawn Mayonnaise with White Bread & Butter

Roast Turkey Dinner or Roast Rib of Beef with Yorkshire Pudding

or Baked Fillet of Salmon with Hollandaise Sauce or Mushroom Stroganoff

Banana Split or Apple Crumble or Spotted Dick with Custard

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, 11th NOVEMBER**

