

BONK!



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EAST SUSSEX CYCLING ASSOCIATION

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President Alan Limbrey

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Editorial

Although common sense told us that Roy Humphrey would not continue as our secretary & treasurer for ever and indeed, Michaels Burgess and Rabbetts have been waiting in the wings for a year or two to give him any assistance he needed, it was a very sad night at the A.G.M. when we realised that he had finally relinquished his offices. Roy was probably the first 'important' cycling official that any of us met when we started cycling properly, we couldn't have missed him if we'd wanted to. Go to a road race and Roy would be there, trying to light his pipe, but concentrating on getting the show on the road, no nonsense suffered. Time trials, there was Roy sucking on his pipe, if he wasn't organising he was timekeeping. B.C.F. meetings, yes it was Roy. Fancy a week on the Isle of Man, there he was again. Judging, commissairing, timekeeping, right in the thick of it. Maybe stop off at the Mersey 24 on the way home. The first person you'd recognise at the start would be Roy, marshalling, timekeeping through the night, still trying to draw his pipe. He rubbed shoulders with the great and the good of cycling and was their equal in every way but would welcome his East Sussex friends with delight and introduce them with pride. The Association Lunches were held at Framfield for years, and Roy would be setting up the tables and chairs the night before the caterers arrived and then clearing away afterwards. His 'committee' meetings that were held huddled in a corner of event H.Q.; the snippets of gossip that he filtered down to us; his pride in successes enjoyed by local riders, these are all things that we shall miss, but let us make sure that he doesn't miss out on what's happening to his Association. If you hear gossip, share it with him; send him results, let him know what's happening in his real world. A visit, a brief note or a telephone call will all help to keep him in touch. We owe him so much. His address is Ridgewood Rise, Highview Lane, Uckfield. TN22 5SY ☎ 01825 767404.

Happy Christmas Roy and all our readers.

Maurice & Esther

President's Notes

It is the end of another year, almost the end of the millennium and my year as President is all but finished. But most important is that it is the end of an era.

Roy Humphrey is unable to continue to be the ESCA secretary and treasurer after a mere fifty two years of service, except for the year when he got married, to our Association. From the inception or birth of ESCA Roy has been the motor behind everything and this includes not only ESCA but the NCU (now the BCF) and the RTTC. On top of this he was very much involved with the Isle of Man races and the Mersey 24 Hour. In recent years he has been ably backed by Mick Burgess who now takes over the secretary's work in tandem with his time trials' secretary's job. Mick Kilby is the new treasurer and Mike Rabbetts continues as chairman whilst next year's president is Richard Sutton of V.C. Etoile - I wonder if he knows he is off number 1 in the hardriders?

I know that, certainly since 1972 when I re-appeared on the scene - the ESCA lunch has been at Framfield village hall, run by Roy of course. This year there is yet another change as we shall be at the Roebuck, Laughton on January 10th, and only £9.50!

Finally a big thank you from St. Johns Ambulance who are trying to replace their ambulance which was burnt out by vandals. A collection was made at the Lewes G.P. and the Mitre '25' and £77 was put in my tin. Thank you once again. They have collected, so far, £19,792 towards the £35,000 required. Should anyone wish to make a donation please contact me.

That's it. See you up the road or at the lunch.

Alan Limbrey.

Our best wishes and thanks go to Ken & Iris Stevens who are leaving us to live in Derbyshire near Heather, Robert & Isobel. Cycling would have been much poorer without the Stevens'. At various times in their years with ESCA Iris was tea lady, editor of Bonk and racing secretary among other things. 'Tolerance' is not a word that is used much to describe Ken but he must have an abundance of it to have put up with the telephone calls for Iris that interrupted his mealtimes, Iris's lame ducks who occupied his sitting room, and all the many other inconveniences that a consort suffers.

We hope they enjoy many years of carefree cycling at their new home.

Best wishes, too, to Dick Jones, Brighton Excelsior, who has been very ill during the past year. We hope that you will make a full recovery in 1999, Dick.

SUSSEX NOMADS

Like every club the Nomads are looking back at 1998 and forward to 1999 and at the A.G.M. we will finalise next year's plans. Before we enter 1999 we have our Fish & Chip Supper on December 11th at the clubroom. However if you did not know about it before you read this paragraph then you've missed it!

On January 22nd it is our Annual Dinner which we are holding once again at St. Catherine's Lodge Hotel, Hove. It was very good last year and I can think of no reason why it shouldn't be even better this time. The Prize Presentation will not take long as our members didn't do much racing but the most important trophy will be presented, this is the Sportsman's prize, namely the Reg Porter Trophy. Some others will be awarded, for instance half a trophy for an unfinished ride. Mind you, most of us deserve this one for the 100 in 8 which was a bit of a disaster from the very beginning - a late start due to a car not starting, a wrong turn early on losing a rider in the process; nonetheless it was a good ride in lovely country but only seventy miles long.

Again this year we have the '5' and '10' series and of course a SHORTER 100 in 8, i.e. 80 miles in 6 hours. This on March 21st starting at Cowfold and everyone is welcome, so be there!

This year's results were, in the '5', 1st Nic Boore - 12.13; 2nd Dad Boore -12.56 and 3rd Richard Harwood. This is a one way '5' and we all pray for an east wind (21.2.98 - 9.00). The '10' series was won by Tony Kennedy with 70.5 points, just 4.1 points in front of Richard Harwood. Please don't ask how this points system works, only Adrian's computer knows. The most consistent rider was Alan himself, two rides of 28.30 and one of 28.32 but of course there were no prizes for that. Times varied from 23.38 to 32.54 for a slightly sporting course. Tony Kennedy is obviously a real NOMAD as he has wandered off to EGYPT for some months to work but we think it's to avoid the Xmas 10 on December 20th.

We actually got involved with road racing this year and organised two events. They went off quite well with not much hassle but having last minute course changes did not help as the H.Q. was always miles from the circuit. Dan Bennett, home from the north, won an event and did well in others; also riding were Nic-Boore, William Davies and Richard Harwood who most times finished well to the fore but had many tales of woe to tell.

Our trips across the water were very successful in terms of enjoyment, suffering and general good fun, the Archers being the most pleasant - ninety hard miles after a sixty mile ride from the ferry, followed by sixty miles back to the ferry, with two nights in a Swiss style chalet in the grounds of a French hotel. This is a must for next year. Of course, the Duo Normand is a essential for some although now we usually ride over to watch and generally potter around France meeting our friends both French and English. Even at the Duo some regular faces were missing so I suppose some people are moving onto other things.

In the latest Nomad News the subject of brown trousers emerges once again. For some reasons they(?) think Alan only has one pair of brown trousers which he has been wearing since 1949 when he first joined the Prestonville Nomads. To quote Alan "This is not true. I still have a charcoal grey suit circa 1953 and a brown suit purchased in 1979 for my daughter's wedding. Each year I have the same problem for the club dinner - what shall I wear? One year I wore a bowls blazer and grey trousers then I bought a new pair of brown trousers, more adverse comments". Help is needed what shall he wear? Tights black, trousers grey, trousers white (with yellow shirt and green bow tie) or the king's magic invisible suit?

Finally, with luck the Nomads have recruited some new members so watch out. One said on his first night "Are you all vets? Who is that 'OLD FAT FELLOW' over there?" Answers on a postcard to William Hickey care of the editor.

Be seen, stay safe. See you.

Nomadicus

CENTRAL SUSSEX C.C.

The season ended with a hillclimb on Longhouse Lane near Bolney and this was followed by the Annual Luncheon and Prize Presentation at Cowfold. Senior roadman Mark Sussex showed the way home, after being found at the start mending a puncture. Of the former hillclimbers, Don Awcock and Alan Robinson, only Alan came out of retirement to ride and finished third. Charlie Burrell was a non starter as Howard could only find the TOP of the hill.

Don Awcock returned the fastest 25 mile time of 1998 with 54.42 - his first 54 for twenty one years. Tony Goodsell did manage to beat him at 10 miles by twelve seconds, with 21.36. Les Ross recorded 2.10.49 in the ESCA 50 despite the fact that he kept telling us that he couldn't get fit. Nobody felt confident enough to try the 'big boys' distances.

During the 10 mile series of eleven Monday evening events we unfortunately had two very wet evenings when no-one wanted to ride. The handicap award for the aggregate of three rides went to new member 'fiddler' Joe Maher, who then suffered a nasty self-inflicted accident on his mountain bike while doing his son's paper round. We don't know if this misfortune has stopped him riding a bike or not. For the second year running Nygel West was runner up with Rod Laker, another name from the past, making a comeback. The aggregate of three fastest rides went to Les Ross, with Steve Flowers 2nd and Ken Atkins 3rd, yet another 'golden oldie' performing well.

Various snippets of information filter back to mid-Sussex from both Preston Park and Goodwood, where the juveniles Burrell, Burrell, Burrell and Ryan Fowler, supported by veteran David Jenkins, get results and spend enjoyable evenings.

Next season opens with the Ewart Memorial event of February 14th, entries to Ken Atkins. Entries to Ken Atkins, yes now!

Μρσ. Ατκινσ



FOCUS ON YOUTH - Keith Newsam (Lewes Wanderers)

I joined Lewes Wanderers when I was eight and have been a member ever since. I joined a cycling club because when I was younger I outran Mum on her scooter on the way back from a friend's birthday party, Mum or Dad used to follow me because I was too young to go out by myself.

The first competition I entered was down at Preston Park. The event was to do one lap of a circuit in the fastest time 'kind of a time trial'. Then as I got older I started doing a one lap sprint which would involve all the people of my age. I used to win these events regularly so for the next event I had to start last as a kind of handicap, and trying not to boast, I still used to win. When I was nine or ten I went to my first National Final because I won the heat at the track, I found it to be relatively easy and I finished fourteenth overall. By the time I was eleven I was getting anxious to start time trialling but I had to settle for racing at the track, I still continued to win and it was starting to get a bit boring because I had nobody to compete with who would put up a good enough challenge.

When I turned twelve I was old enough to get a road licence which meant that I was old enough to start time-trialling. I was looking forward to this as I had a new bike with the latest equipment ready to use and it would be the first real chance to try it out. My first time trial was on Monday, July 10th 1995 and was a club 10 and my time was 29.01. I remember feeling pleased with myself because it was the longest and at that time hardest event that I had ever entered. The following week I entered again but the time dropped to 30.24 and the following week dropped again to 36.06, the reason for this was that I got cramp. I picked myself up and trained and did everything right and it worked; I did 29.22 in the ESCA 10 on September 16th, 1995. That was the end of the season for me and I rested through the winter only doing clubruns on Sunday mornings.

I started the 1996 season about the same as I finished the 1995 season 'pretty poorly'. It wasn't until halfway through the season that I set a new personal best of 28.45 in a club 10. In July I took my time down to 27.53 and qualified for the G.H.S. Final with a time of 28.46 putting me in fourth position and giving me a chance to try out for the National. I didn't do much after that, just a couple of club 10s, setting a new personal best of 27.20. I went to the National Final hoping to do well but I was disappointed with the quality of the course and the quality of my performance.

The 1997 season started and I did an Eastbourne Rovers 10 which I used to find out whether or not I had to adjust my position and for any other last minute mechanics that needed to be done. I did a couple of club events one of which was 25. I never really bothered with the longer events because I had no experience of them and didn't know how to pace myself over that kind of distance. I set a few personal bests in ten mile events and eventually got my time down to a 25.27; this was in a club 10 on June 9th. I rode more club events and then rode the local final of the G.H.S. to qualify for the National. I did a time of 25.33 which meant that I went to the National Final for the second year running. I rode a few more club events before the national but yet again the course was disappointing and so was my time which was 26.52. Although I felt that I had a particularly bad season I managed to get a some club trophies. These were the Zonca Trophy for the most improved rider; the Handicap Trophy from the club 10s and other events; the Junior B.A.R. over 10 and 25 miles and the Junior Classic League Trophy.

At the end of the season I suffered at first with tonsillitis followed by a mild form of glandular fever and then a throat infection, all these lasted up till Christmas. I think the rest might have done me good because the following season surprised me and many others although at first I would feel very worn out after riding my bike.

The 1998 season started and I bought myself a new bike because I wanted to go further with my cycling and do more events. I started by riding the club's Newhaven to Beddingham event. This was the first time that I had competed on my new bike and it was an experiment to find out new positions, how to work the gear changers and how to use the bigger gears to my advantage. I have ridden so many events this season that it would take up a lot of time if I was to write down every single one so I have chosen a few of my successful ones and some of my least successful ones. I set a new personal best time at the start of the summer, getting my time down to 24.23. This was in a club 10 one Monday evening. Later in the season I travelled to Crawley for the De Laune C.C. 25. The problem with going away to these events is that if you don't know the area very well then you hope you don't get lost. Nevertheless I set a new 25 mile personal best getting down to 1.3.46, almost a three minute improvement. After a while I went to Essex for the Leo R.C. 30 and it was quick. I beat my personal best by nearly eight minutes and set a new junior club record by nearly four minutes and my time was 1.14.25. One of the best rides of my career so far was in the Crawley Whs. 10 on Saturday, September 19th. It was a beautiful day and there wasn't much traffic. I improved again AND I won the Ernie Dore Memorial Trophy. My time was 23.00 but I was so angry with myself because I knew that if I had tried that little bit harder I could have done a long 22 but I backed off a bit, not wanting to overdo it because I had an event the following day. I qualified for the National this year with a time of 24.32 which meant that I finished third but yet again I didn't do very well in the National Final where it really matters. I have had other good rides this season but the best ride of my career so far was in the club's Circuit of Chailey, although I didn't win this event it was definitely the best I think I have ever ridden. It is a time trial of about eighteen miles and I caught my minute man within the first mile or so. On the second lap just after I had passed my two minute man I was going along and a bus pulled out just up the road and then started to reverse so I had to go round it and it cost me some time. If it hadn't been for that I think I might have won. My time was 46.18 and the winning time was 46.15 by Paul Hunt.

Apart from the trophies I mentioned earlier I have also won a trophy for finishing 3rd at Goodwood, a plaque recording what I have won; a medal for finishing 2nd in a mountain bike event and a medal which I collected for qualifying for the National Final. I have won more trophies this year but I can't say what they are until they have been properly announced at the club prize presentation in December.

Keith Newsam



SOUTHBOROUGH WHEELERS

The RTTC will not allow events to be held on the Tonbridge by-pass (Q10/19) next year except for early Saturday mornings at the beginning and end of the season. This news came early enough for a rush of nostalgic entries for our late season club 10s - riders fearing this might be their last chance to relish this dream course. It has been in use for about twenty five years with hundreds of competitors riding on Saturday afternoons in its heyday. Colin Nightingale won both of the late 10s with 22 minute rides. Special mention should be given to Charles Corrie, a new fourteen year old club member, who produced a 26.51. The club hillclimbs received poor support. Gareth Robb won one and Jimmy George the other.

The non-racing season began with the touring competition which saw Martin Derham retain the title. The roller racing has recommenced with several of last year's youngsters opting out this time to leave the vets as mainstay for Southborough. Not surprisingly the Fairies beat us 6 - 2 in the opening match and it was the youngsters who have stayed with it, Peter and David Watson, who chalked up the two wins we achieved.

When it came to the real social season Warwick Dunford opted out by slinking off to hospital to have his hip replaced. He welcomed a neighbouring patient with whom he plays crib but was taken aback to discover another patient who knows more pubs in Kent than Warwick himself! He missed the club dinner which was very well organised by Martin Yardley and this year moved to Hilden Manor at Hildenborough. The event proved to be a great occasion for cementing friendships made earlier in the year with cycling colleagues from Lambertsart, Southborough's twin town. Three or their riders came to stay with the Hollands and one made a speech at the dinner in very creditable English. David Watson's reply suprised us with a smattering of what sounded like good French though I wouldn't know what he was saying. Several officials of the twinning committee also attended the dinner including both mayors. A number of presentations were made by both sides from July's clubruns in France and we expect a return visit for a ride in England next year. Among the club trophies awarded at the function was one to Peter Tree for regular timekeeping and tea bar supply at all the club events during the season. He also organises numbers, warning signs, etc. without complaint whatever the weather. Another trophy went to Carl Streeter who has fought back to improve his times all season despite considerable pain from a broken back which has now seem him registered as officially disabled. A suggestion that this would allow him to park his car within sight of the timekeepers was instantly dismissed by Warwick.

Southborough notes that at the ESCA A.G.M. Roy Humphrey is standing down. We offer sincere thanks for the marvellous service he has given to the Association for fifty two years and look forward to his continuing advice in his new advisory role. Best wishes to the three Micks who will now run the main affairs. It sounds like a Mafia gang from Lewes.,

Pete Holland acted entirely in keeping when he paid £5 for a stall at the Ripley cycle jumble to get rid of some of his mass of old clutter. In the event he sold about £5 worth of stuff but came back laden down with about £100 of further junk which he bought there.

About a dozen riders limbered up for the ESCA reliability run by riding the KCA equivalent a few weeks ago. it was John Latty who stole the show by completing the sixty two miles in 3hrs 27mins. he not only dropped his own group but several others who started from Maidstone, eight miles before our Collier Street start. He was reported at one stage to be at the head of a string of Team 2000 riders - all on his back wheel! fame indeed. It remains to be seen if the recent freezing weather will continue for the East Hoathly start and perhaps slow his blood down like it does mine.

Roamer

THE MARSHAL'S TALE.

We always hold our last club event of the year in early October. It's a cross between a hillclimb and a hardriders event, starting at the bottom of a particularly long and steep hill (of which there are many around here), then twisting round undulating lanes until about three miles from the finish it drops sharply down into a valley, turning left at a crossroads (which is where I came in at the particular event I am going to tell you about) into a narrow road to finish more or less where it started .

It was a few years ago when I was asked to marshal at this last junction on the course. It really needs two people there because not only is it a sharp little drop but before reaching the junction there is a blind bend and riders need all their wits about them, so I hoped that the organiser had been able to find someone to help me. I bet the local D.C. officials have never investigated this particular course!

Anyway, I set off on the morning in question. I had a forty minute ride and needed to be in position by 8.30 so it was fairly chilly when I started. There were quite a lot of mist patches hanging about too, and I was soon covered in fuzzy grey droplets. When I arrived at my destination I was pleased to see another bike already propped up against a farm gate. The owner was nowhere around but I guessed he was a retro freak; the bike was of a marque popular in the early fifties and he'd got some classy authentic equipment on it. I assumed he must be a chap in his early sixties so I was surprised when he emerged from the bushes to see that he was about thirty five with short fair hair. He was dressed in one of those woolly jumpers with a shawl collar that were all the rage at one time, I think they were called 'Continental's', matched with tweed plus fours, woollen stockings and Worthy shoes, the model that had the tongue forming a flap to cover the laces. I have to say that I wouldn't have been seen dead in such a costume but he didn't look like a fashion victim, in fact when he stood beside his bike he could have stepped out of the pages of an old 'Cycling'.

He was friendly and easy to talk to, we didn't introduce ourselves but he seemed to know who I was and eventually the conversation had gone too far for me to ask his name. I wasn't bothered, when we got back to H.Q. (well, the local pub) I'd listen and soon pick up on what the others called him. The riders came round, about fifteen of them, there was no trouble even though the road was slippery, and we saw no other traffic. When the last chap had gone through we walked over to our bikes and he sat astride his while I packed away my marshalling jacket. As I bent over to secure the straps on my bag I saw him out of the corner of my eye, he pushed away from the verge, across the road into the finishing lane. Simultaneously I heard the scream of an engine and realised that a motorbike was coming down the hill, much too fast for the conditions. My companion didn't stand a chance. It was all so quick. There was no time to shout a warning or act in any way to help my new friend. I heard a bang as motorbike and cycle collided. I let my bike drop onto the grass and turned to go to the wreckage of the two machines. But there was nothing there! Not a piece of metal or a scrap of leather, no mangled bodies. Nothing. I stood in complete silence, unable to move or think properly. Then I jumped on my bike and pedalled frantically to the H.Q.

I must have looked odd because as I walked in everyone stopped talking. The club captain came across to me and commented on my appearance and offered me a brandy. I blurted out what had happened to me and to my surprise one of our older members spoke up. "You saw John Hargreaves, young fellow. In 1954 we held the event on exactly this date and the weather conditions were identical, gloomy and chilly with fog. John was marshalling where you were and when he set off for H.Q. a motorbike came down the hill and hit him. The motorcyclist died in hospital and John was killed instantaneously. It was a terrible day for the club and I'll never forget it." I've never forgotten either although it now seems like a bad dream, but I've never volunteered to marshal at that junction since then.

WORTHING EXCELSIOR

What an excellent year it has been on the Audax scene in the club. In February Alan Matthews promoted our early Worthing Wander from Ashington; the course was virtually the same as our old reliability trial but call it an Audax, include plenty of food and hot drinks, give it the touring flavour and the entries flooded in to one hundred and twenty nine riders.

In March our 200k event attracted one hundred and thirty seven riders. The route starting and finishing in Worthing took riders via Petworth, Duncton Hill (Geoff struggled up here!), Portsdown Hill, the Watercress Line, Fernhurst and Wisborough Green for the final feed before returning to Worthing. Geoff Boore says he rode it but ask him to prove it with a validated brevet card, whoops, he didn't have mudguards. In Geoff's last article he comments the mudguard rule is ridiculous asks "is it a rule?". Yes, it is: regulation no. 46. "The responsibility for ensuring that a machine complies with the Road Traffic regulations rests solely with the rider(s). Efficient lighting must be carried when the overall time limits of an event encompass the hours of darkness. *Full mudguards must be fitted, except for tricycles which need have front mudguards only.*" So there you have it Mr. Boore. However on Brevet Populaires (much shorter events), regulation no. 84 "The use of mudguards is at the discretion of the organiser".

In May the 400k received entry forms from sixty riders keen to visit the Cotswolds for the night run. Starting from Steyning at 9.30 on a Friday evening with an easy to follow main road route via Cowfold, Billingshurst, Petworth (quick feed here), Duncton Hill, Chichester, Havant, Denmead (an Audax rider's house for soup and pasta), many rolling hills to Winchester and up the Hurstbourne valley and on to Great Bedwyn village hall, more eating here and time for a snooze. On via the Marlborough Downs to Cirencester where one could eat at Greasy Joe's or in Tesco's restaurant (Geoff Boore, if you're reading this, the route is only just over halfway!). Returning via Marlborough and Whitchurch to West Meon then home via Midhurst to Steyning.

Our new event, a hilly 110k in November organised by Tony Palmer, received one hundred and thirteen entries, very commendable for a first. Geoff Boore did request details, enquired if the Snapper and he would be well fed and watered then chickened out and attended the SCA Luncheon instead. Very wise Geoff. You may still have been out on the route if you had ridden. Amazing (to many) that an event taking four times longer to complete and far tougher, should entice about four times the number of our last 26 mile hardriders time trial.

Once riders enjoy the atmosphere and challenge of the Audax scene (certainly of the Worthing Excelsior run events) they return time and time again. If you have not experienced the pain and the gain then see the list overleaf and come and sample some. Alan Limbrey sampled Audax events this year and wished he'd ridden them years ago.

On the time trial scene way back in the late seventies I organised our first open 10 and within a couple of years our numbers almost reached the maximum permitted for an evening event of ninety riders, the event was switched to a Saturday afternoon and numbers hovered around the hundred under Paul Toppin's organisation. Slowly numbers eased and the event has not been run for a year or two. I suggested to the committee that if one was run in October, promoted when no other Sunday morning events were on it should attract around eighty plus riders I thought! how wrong I was, we only had fifty entries. I had heard that time trialling entries were going down and down but it hadn't really sunk in until now. Oh well, I will keep my mouth closed (not easy cos I like my food!).

Randonneur

P.S. This year I decided not to ride the ESCA reliability trial but of course partook of the luncheon. I was called upon by Sir Charles to man a check point. I was informed by one of the other check point controllers that I was honoured indeed, he said Sir. C. doesn't usually invite those from outside East Sussex, perhaps I was supposed to bring my teapot with me? Two of the riders did request teas (the two Tonys from L.W.C.C.)!

Worthing Excelsior Cycling Club

Audax Events for 1999

The Early Worthing Wander - 100k Ashington

Saturday 6th February

start 09.00

Organiser - Alan Matthews

20 Water Lane, Angmering, West Sussex BN16 4EJ



The South Coast 200k - Worthing

Sunday 7th March - start 07.30

No limit on numbers but entries close on 21st February

P B P qualifying event

Littlehampton, Bognor Regis, Selsey, Harting Hill (*south face - easy*)- Rake, Liphook, Hindhead, Elstead, Milford, Dunsfold, Wisborough Green, Southwater, Partridge Green, Steyning, Sompting
The Route avoids the A24 now

The South Coast 300k - Steyning

Saturday 17th April - start 03.00

No limit on numbers but entries close on 3rd April

P B P qualifying event

Shoreham, Newhaven, Beachy Head, Pevensey Bay, Hastings, Rye, across the Marshes for 27 miles to the Folkstone area then returning with views of the Channel Tunnel complex - Hamstreet, Tenterden, Flimwell, Heathfield, Uckfield, North Chailey, Hurstpierpoint

The South Coast 400k - Steyning

Friday 7th May - start 21.00

No limit on numbers but entries close on 23rd April

same route as 1998 - **P B P qualifying event**

Cowfold, Petworth, Duncton Hill, Chichester, Denmead, Winchester, Great Bedwyn, Marlborough, Cirencester, back to Great Bedwyn then Whitchurch, West Meon, Midhurst, Storrington

Organiser - Dave Hudson (El Supremo)

151 Middle Road, Shoreham-by-Sea, West Sussex BN43 6LG

Sunday 19th September

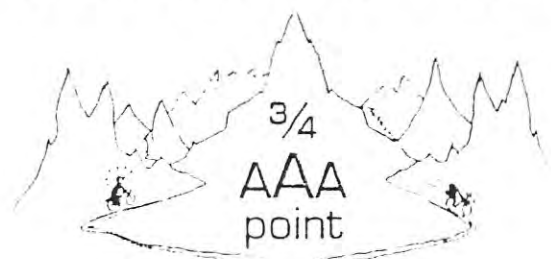
start 09.00 in Petworth

Same route as in 1998, come and wind down the season with this excellent event which provides not only numerous feed stops but an unbelievable amount of freewheeling.

Organiser - Tony Palmer

23 Brentwood Crescent, Hollingdean,
Brighton, East Sussex BN1 7EU

The South Coast Hardriders 110k



EASTBOURNE ROVERS / PHOENIX CYCLES

Marvellous Max Norrell led Eastbourne Rovers to another win in the East Sussex Reliability Trial. Max is boasting that this is the first time in the Club's history that Eastbourne have won two years running.

We would like to thank Peter Price and Chris Martin of Lewes Wanderers for helping John Blackman (ex Club member) who had a nasty turn during the event and had to be taken to hospital.

Congratulations to the 22 Club members who completed Charlie's hilly 47.5 mile course.

In the 3-20 group, Kevin Burton was panicking because he didn't think he was fast enough. Alan Rolfe rode the whole way round in the big ring (he only has one ring!). Lloyd Grayston cruised round, no problem. Paul Delani had no worries but missed Steve Willis's attacks. Richard Light had a few problems with the hills towards the end. Simon Prior and Max Norrell rode round the week before but still got lost!

The Reeds, by some miracle, managed to get round in one piece. Shaun picked a fight with one Crawley Wheelers rider, then decided to make friends and nearly knocked him off, like he has done to a lot of his friends in the past. Squeaky Stuart Davis was having a few problems with the hills towards the end. Orvill sounding Stuart shouted out "my legs hurt and I don't know why?!" James Dear was laughing at Stuart but also felt a little pain. Steve Bowles did well to get round. Luckily he was handed an energy bar and a banana from other club riders. We don't know how Boyd Johnson got round the course with cramp in both legs, but he did. Well done! Michael Davey, Eastbourne's newcomer, managed with no problem.

In the 3-45 group, (Superman) Clive Willis was the main man. He makes cycling look so easy with so little training and even after being in hospital with pneumonia. He bounced back and got round with ease sharing his store of bananas with other club members. Nothing like his son Steven, who has turned into a sad car cleaning freak using up all the works polish. Steve has actually bought a remote controlled car (something for the weekend) because James Dear has got one. Dave Cox was on a high because Chelsea keep winning. He had no problems Sunday unlike Robert Norman who managed to find the only bit of ice on the whole course. Stuart Medhurst and Andrew Stobbart (two of the three amigos) looked extremely comfortable when they were passed says Max. Neil Fordham managed to take time off to get his whole body round. Colin Jones managed to talk his way round and Mike Archer was looking good and completed the course with ease but was no good for the rest of the day.

Commiserations to Brian Reed who had so many punctures he ran out of tubes and patches. Also somewhere round the course John Armstrong went missing and didn't finish in the time. Well done for trying.

Harry Featherstone had a good excuse for not riding. Last week he had a run in with a lady car driver. Somehow he managed to smash her car up and get a brand new bike for doing it, but he has a few large bruises on top of other bruises. In fact he is bruised in places he didn't know he had!

The following unreliable people let the Club down by not even turning up. Paul France, overworked plumber with a sore knee and Karl Tinsley, a friend of Paul's who joined the Club specially to do the Reliability Trial but couldn't do it because Paul didn't.

Then we had Steven Willis, Simon Richardson, Jon Sharples, Mark Brittle and Andrew Hillman, who just couldn't be bothered to get up / don't care if the Club wins or not. These members will have to pay double money as a donation to join the Club next year or Lewes Wanderers is your next nearest Club if they will have you.

Club Record. Simon Prior found some speed from somewhere to smash his personal best time by exactly two and a half minutes in the Eastern Counties Cycling Association 25 mile scratch championship. His time of 51-03 smashed the previous club record set by James Dear of 52-28. Super fast Alan Rolfe produced his personal best time of 53-53 and, with the help of Harry Featherstone, who did 55-58, Eastbourne took the team prize ahead of Sean Yates's Team Clean Freshstart.

The Club Dinner and Prize Presentation was held at the Afton Hotel in Eastbourne on November 14th. Everyone thanks Clive Willis for his excellent organisation. It was one of the best dinners we have had.

Senior Best All Rounder was Simon Prior with a new record 27.023 average mph. Veteran Best All Rounder was Harry Featherstone and Junior Best All Rounder was Richard Light. No Ladies Best All Rounder. We need the ladies to get their bikes out next year.

The 10 and 25 mile Championships went to Jon Sharples with Simon Prior winning the 50 and 100 mile Championships. James Sutton won the Road Race Trophy. The Fastest 25 mile Cup, the Tom McAll Long Distance Trophy and the Evening Series Trophy went to Simon Prior. Alan Rolfe won the Harold Manser Trophy for the best improvement over 25 miles.

Harry Featherstone won the Ken Thompson 100 mile Veterans' Cup. Richard Light was first junior in the Evening Series and Colin Jones was first veteran. Colin also won the Bill Collins Trophy for competing in the most East Sussex events.

Simon Prior won the Sussex and East Sussex Best All Rounder Competitions and finished 24th in the National B.A.R. Colin Jones won the Sussex Veterans` B.A.R., with Harry Featherstone winning the East Sussex Veterans` B.A.R. and Colin Jones finishing in second place just ahead of Dave Pollard, Lewes Wanderers. Well done! It seems that the old boys are showing the way for the Club. Keep up the good work. Hopefully we will have new kit for next season. The kit will be soaked in special oils to make you go faster.

Congratulations to Simon Prior, Harry Featherstone, Colin Jones, Charles Robson, Clive Willis, Alan Rolfe, Mark Brittle, Lloyd Grayston and Jon Sharples, all of whom have been involved in breaking club records. There are so many that BONK is not big enough to put them all in. Not bad considering the likes of Paul Delani, Jon Sharples, Steve Willis and James Dear were out for most of the season.

P.S. Last night I had a phone call from a frustrated girlfriend. She said "My boyfriend spends 5 hours rubbing his bike and only 5 minutes rubbing me!"

That all folks. See you in the next issue!

EARS



FOR SALE

**CONDOR "Designer Select" 1991
Dark green time trialling bike. 23" frame 531**

**Triathlon bars. Campagnolo hubs and gear change. Mavic rims.
Cinelli stem/bars/seat pin.**

Details or to view: Jack Dunn 01825 732166

VC Etoile

The club has enjoyed a successful year although it hasn't all been plain sailing. Our biggest problem was that twins Chris and Simon McNamara, who are normally two of our most successful riders, were unable to race at anything like their normal level due to their other brother's terminal illness. Their heart really wasn't in it, although they both managed to do a few good rides which included third place in the SCA's two-up.

Riders who did do well included Richard Sutton, who registered a string of under-the-hour rides, the fastest being 56m.29s. He also won a circuit race at Hove Park. Carl Whitaker is another of our members who was under the hour (58-52).. Matt O'Brien won the Sussex senior track league and he was second in the Sussex road race championship. Five of our riders, Jonathan Sharpe, Chris McNamara, Richard Haile, Chris Field, and Matt Carr, all had placings in the first three in off-road events. Jonathan also tried his hand at one of the Hove Park circuit races and surprised the regulars by winning convincingly.

Clive Oxborrow staged a comeback, winning a track event at Preston Park and getting close to beating the hour in the Sussex 25-mile championship. Clive, who was a 56-minute man and a GB international in his heyday, is battling with a weight problem, the problem being that he can't keep his hands off food! At the Lewes Wanderers Grand Prix des Gentlemen he was seen consuming a plateful of sticky buns and cakes. This was just before riding home to Peacehaven where his wife Leslie was busy preparing his dinner. It looks as if stomach stapling may be the only answer.

Several Etoile riders were brave enough, some might say foolhardy even, to enter the Three Peaks cyclo-cross across the Yorkshire moors. The 38-mile race includes three climbs of more than 2,000 feet and Matt Carr was the best placed in the team, finishing 35th out of the 220 starters. This was despite suffering two punctures and having to go back down the rock-strewn course to find his survival kit, without which he would have been disqualified. The kit includes a whistle and a large plastic bag, which riders have to crawl into if they are forced to spend a night on the moors while mountain rescue teams mount a search. This must be the 'Hell Of The North' that everyone talks about.

Promotion-wise the club had a busy year, running two circuit races, a road race, two cyclo-cross meetings, and a hill-climb. The two crosses enjoyed excellent weather and were hugely enjoyed by all the spectators.

Several of our non-racing members were told to pull their socks up and come to more races next year, but this could equally apply to most clubs. Years ago Preston Park track meetings used to be supported by literally hundreds of Sussex club members, but now many of them don't seem to know the track even exists. It's no use blaming the media for not giving publicity to cycling in this country when cyclists themselves don't turn up.

I keep reading that 'The Festina Drugs Affair' represents the ugly face of cycling. Haven't the writers ever seen Marco Pantani?

B.L. Arcee

LEWES WANDERERS CC

Despite Rotrax and herself returning home, Bonk news comes courtesy of Burke & Hare again.

Well, let's shift this racing stuff first. That end of season classic on the club events programme - the circuit of Chailey was run on a fine bright morning. Paul Hunt made it a hat trick of wins covering the eighteen miles or so in 46.15. Pushing Paul hard was young Keith Newsam who was only three seconds adrift in second place (46.18). Third was Tim Holmes in 46.32. The other ten entrants were spread over the next seven minutes. Ken Stevens took the vet on standard award with +5.22. Mick Burgess took full advantage of a "very generous handicap allowance" (according to some) to register a clear win in the handicap section from Steve Burgess. Mick also preserved his lanterne rouge status.

The first Sunday in October saw the tenth running of the Wanderers' grand de prix de gentlemen on the Laughton/Golden Cross/Little Horsted/Ringmer course. This year we had a slightly shorter course due to roadworks at Golden Cross. Instead the course turned up Broomham Lane to get onto the A22. Paul Fox, 21st century Airports, paced by Sean Yates, Team Clean, put up the fastest time of 36.25. While this was better than last year's winning time the course was half a mile shorter. Ray Venis, also of 21st Century Airports paced by his clubmate Chris Stocks, was best on standard with +17.15 (41.47). G.S. Stella pacers did well with getting old sods into the prizes. Mark Jones towed Bob Stapley to +15.02 (39.36); Andy Payne with godfather Horry Hemsley +14.52 (41.49). Simon Barnes with Andrew Attwood (both sometime Wanderers) +13.07 (39.58). The family team of Ken Stevens and Robert Wimble lost out to Fred & Chris Shepherd by +14.14 to +16.21. Graham Seymour imported John Awcock, Central Sussex, to pace him to no avail. Bob Comben came out of retirement to be paced by son Andrew, by the look on Bob's face bulk does not equal youth!!

The Brighton Mitre 25 saw four of our riders in action but not over pleased with the times. Shane Faulkner, 58.26; Alan Curtis, 59.26 and Paul Hunt, 1.1.25 were second team but were well down on G.S. Stella who were the winners led by former Wanderer John Limpus.

Mark Burgess, son of Steve went up to the Manchester velodrome with a Sussex team and came fourth in the sprint, really good going for a lad brought up on the wide open spaces of Preston Park, where he has again had a very good season. The Sussex team finished tenth out of nineteen. Well done to all of them.

Hillclimbs have not attracted any entries from us partly because the SCA event was on the weekend that seven members went to France. Horry hemsley, Mick Burgess, Graham Seymour, Phil King, Laurie Leaney, Steve Chittenden and Peter Baker partook of a Rassemblement de la Mémoire on the Saturday and Sunday. Horry, Mick, Steve and Peter went over on the Friday and en route to where the event was based, stopped off at Vimy Ridge. despite getting very wet in the pouring rain they were much impressed by the Canadian memorial, around the base of which are recorded the eleven thousand plus names of those who have no known graves. They also took the tour of the underground tunnels which still show in parts what they were like in 1914-18. The rain stopped early afternoon so there was just time for a quick ride round Peronne. Saturday dawned fine and bright but the old adage of red sky in the morning shepherd's warning was only to be proved right. A circular route took in, amongst others, memorials to the Australians, South Africans, Scots, Newfoundlanders, Ulster and Welsh. The South African memorial at Lonqueval was only opened fairly recently but is well laid out with bronze wall reliefs and engraved glass walls. The Friday group met the other three here in the small shop where refreshments can be had. Then it was on to Pozierres and Thiepval. The huge brick and 'Portland stone' memorial at the latter dominates the ridge and surrounding area. designed by Sir Edward Lutyens it records the names of fifty three thousand who have no known graves. Almost within a stone's throw is the Ulster Tower (café) Memorial and then down hill, over the level crossing, right and round past the memorial to the 51st Highland Division and on to the entrance to Newfoundland Park. Here a magnificent bronze caribou looks out across the now grassed over shell holes and trenches. A guided tour was given a miss as the rain had started to fall in earnest and a sharp ride followed to the feed at la Bolselle. The rest of the day was rather spoilt by the rain which was a stark reminder of how hard life must have been in the trenches, without being shelled and shot at. The Campanille Hotel at Peronne was more like Turkish bath as soggy bike riders tried to dry out very wet clothing.

Sunday also started fine and some one hundred or so riders left Peronne en masse for Compiègne where the armistice was signed in 1918, eighty years ago. A pleasant almost traffic free route saw the riders arrive at Compiègne in sunshine, the only blot being a burst of thunder, lightening, rain and wind just after halfway. There was a short ceremony in the shadow of Marshall Foch, where a representative from each country was presented with a medal to mark the occasion and sign the visitors book. To his surprise, Mick Burgess was selected as the English person. Then it was back to Peronne by coach with the bikes on a trailer, a quick change and clog down for Calais. Which of the vehicles carrying our lot ran out of petrol? Well it certainly wasn't the French Espace. Could it have been a certain German built motor - with a three letter logo? Did they lose again? How much did it cost to get petrol from the breakdown? All in all an interesting and thought provoking weekend.

Our offroaders have been at it again, polarising that is. Tonys Gale and Longhurst with accomplices went off to the Lake District to tackle another weekend of way finding. Beer, rain, beans and canvass. Paul Gibbons went just to keep an eye on them and write about it in the Wanderers' monthly newsletter. I heard a conversation between two clubmates. First - "Paul Gibbons seems to have a distracted air about him of late." Second - "Oh, is that her name? He didn't introduce her at the touring competition." First "Better Czech that out." The aforementioned touring competition was ably put together by Paul and some seventeen club members took part in a jaunt around Burwash/Dallington/Rushlake Green/Vines Cross and bits in between that some did not know existed, to all finish at the Old Loom Mill. Leading places - Tonys Gale and Longhurst, 18 points. Ian Landless, Mick Burgess, 15 points. Peter and Sara Baker, 13 points.

There has been talk of a training camp in France in the Spring. The suggestion has been a quiet gîte and self catering. One member expressed concern about public schoolboy attending. "If fags could attend who would fetch and carry for P.S.Bs. - because he wasn't going to do so." If it comes about your scribe will be looking for a mole - so if someone wishes to offset the cost, let us know.

Mike Rabbetts, yes, that mild, quiet, seemingly conventional gentleman with the former religious teacher wife, well what was he doing writing to the Kent & Sussex Courier extolling the virtues of a knicker shop in Jarvis Brook and being a customer. When quizzed about this he protested and said that the M. rabbetts was really Megan and the paper had failed to print the title 'Mrs.'. Come off it Mike, the letter said you had been a customer for seventy years, you've only lived there half that time. Only a journalist would have that sort of licence.

Horry Hemsley had been in the wars one Saturday. Just before mid-day he was found by the side of the road at Duddleswell and whisked off to hospital. I am glad to say that his injuries were not life threatening and he was home the next day. However he has no idea what happened and the injuries all being to his right side it could be he was knocked off by a passing vehicle. At the time of writing he is progressing but gets annoyed if people make him laugh or cough due to rib injuries.

Eight of our lot rode the Worthing 110k Audax event and despite the rain and lumpy course 'enjoyed' the ride. I have heard tell that Sandra Weller outrode some of them on the hills. On the same day we had a good attendance at the SCA Lunch. Out of a total of nine prizewinners we managed to get seven of them there. Talking of that other Sussex Association, they have a sporting courses competition in 1999. No registration fee, just fill a form in and send it to Les Janman. The clubs represented at the SCA A.G.M. have forms but such was the poor attendance that a lot haven't. I look forward to seeing Geoff Boore in the competition, some of the courses are not marked as hilly so he ought to be able to qualify at least. Come on, Blobby, how about it - just for once put the time where the mouth is.

On the Spoco theme we have just got the 1998 Spoco S.E. results. Dace Pollard finished sixth only twenty points behind winner Andy Archer, G.S. Invicta. Peter Baker was twenty seventh and Mick Burgess - another lanterne rouge - was thirty fifth. The only other rider from Sussex was Mitre's Robin Johnson in twenty third place, but he was also the winner of the handicap award.

With Ken & Iris's move north getting underway there might be a few bargains in the Lansdowne Crescent antique arcade. It does sound as if Ken will have to hire a lorry just to move the contents of his shed as he is not throwing anything away - as he might need it at the new place. Trouble is the old chap cannot remember where he is going. When asked where he would be going he referred the enquirer to Iris as he could not remember except that it began with an 'E'. The departure of Ken & Iris will leave a hole in East Sussex cycling. In particular we shall miss an efficient and hardworking secretary. Our best wishes for a trouble free move and re-settlement go with them.

Well the deadline is almost here so it only remains to wish you all a Very Merry Christmas and a Happy New Year.

Burke & Hare

LEWES WANDERERS RELIABILITY TRIAL

Sunday 31st January 1998

Chailey village hall (next to Five Bells pub on A275)

All are welcome, including **Bobby Boore**. As previously stated - no fitness required. Just willpower. Tea and Buns at finish.

EAST SUSSEX CYCLING ASSOCIATION

Lunch & Prize Presentation

The Roebuck, Laughton

12 for 12.30 p.m.

Sunday 10th January 1999

Tickets £9.00 from

Mick Burgess, 7 Sandridge, Crowborough. East Sussex TN6 1JE ☎ 01892 661754

**CLOSING DATE FOR THE NEXT
EDITION OF BOOK**

FEBRUARY 14TH 1999

MID-WEEK SECTION

The Mid-Week Section continue to invade the lanes between Pevensey, Ringmer and Heathfield each Wednesday under the leadership of selected individuals. In the October/November programme we saw two new names on the list and looked forward to sociable rides on pleasant Autumn days. Richard Thatcher, quietly spoken with gentle brown eyes, made his debut with an innocent trip between Kennedy's Garden Centre on the Dicker to the May Garland at Horam, what he didn't tell those who decided to join him was that he was going via Blackboys and using most of the hills shown on his Landranger map. When taxed about his choice of route by one of his followers he said mildly "I live in Tunbridge Wells and that ride was nothing to me". Even Tony Palmer, who has been known to have hard men on their knees, commented that he would probably have gone with the alternatives if he'd known. Brian Barrett, also resident in Tunbridge Wells, led the ride the following week from Halland to the Stewards Enquiry at Isfield. There were no complaints this time but only, I suspect, because Brian is our C.T.C. Councillor and is slightly feared in the same way as is a beloved headmaster.

At the beginning of October seventy two people sat down in the brand new Bodle Street village hall to celebrate the anniversary of our founding. It was later than usual due to the building work but in spite of this Fred Mehew's pre prandial ride was well supported and the buffet provided by the Bodle Street Green W.I. was soon demolished. Ricky Howard brought two of his old tricycles down for us to admire and we were all encouraged to have a ride around the car park. Pictured is Tony Palmer posing genially for his wife Helen after having completed several circuits. This was the first time that Yub Moore had joined us since his accident, not on his trike but driven out by Dennis Jakeman; Yub also put in an appearance at the Stewards Enquiry, again having been given a lift, and was warmly welcomed by all his friends.

No sooner had we got the Anniversary Lunch over than we were bombarded with booking forms for the Festive Lunch which is booked at the May Garland on January 6th. It's a snip at £8.00 a head and if you haven't made your mind up yet you'd be well advised to contact Esther (who was re-elected secretary at the A.G.M.), as soon as possible.



With the onset of Christmas a few people miss the rides each week - some travel abroad to find the sunshine; others are busy rehearsing for pantomimes - for instance, Peter Bratt and Thelma Mehew are appearing in a prestigious production of Sinbad the Sailor in Lower Willingdon during the New Year. Peter Lee has gained a reputation for his performances of Father Christmas over recent years and this Christmas has been retained by the management of the Hastings shopping mall. He has six live reindeer sharing his grotto and every time he bends over to "ho! ho! ho!" to a child he's butted by a pair of antlers. There are some perks, though, as he was spotted dandling Gladiator Fox on his knee during the opening ceremony. He is the second of our members to share physical contact with a Gladiator as Dave Copping grabbed a quick cuddle with Jet when the Cuckoo Trail was opened.

It seems that George Lillicrap and Vanessa Attwood are not the only scavengers in our section - George and Bill Earl were overheard having a serious discussion about the treasures they'd found in dustbins lately. Incidentally, George has 'branched out' in a new direction and has bought an expensive tool for the purpose of lopping and trimming trees which cannot be reached by normal means. If you have any unruly branches in your garden contact George on 01323 811200. He's a former pupil of Plumpton College, is fully insured and has all the safety gear, your branches couldn't be in better hands.

I wish you all a Merry Christmas and a Happy New Year.

Baggy Shorts

BRIGHTON EXCELSIOR

Well, the end of another season and 1998 draws to a close. Our last club event of this season was our hillclimb; only three members turned out, so they all got 'in the frame'. First was Anthony Pope with 5m 17s, followed by Tom Roberts, 5m 19s and third was Alan Bowry, 7m 01s. However quite a good crowd turned up at the Star in Steyning after the event, it was an extremely lovely day and we all sat out in the pub garden and enjoyed the beer and the sun. Great for October. Thanks again to Sue Balcombe for her timekeeping skills and all the good work she and Keith have put in for the club.

Some more racing accolades - our Bikestore man did well recently in the Brighton Mitre 25, returning 59.52, he was followed by Paul Cook with 1.6.53 and Neil Garrett 1.14.25. Sean Yates was fastest, he came in with 51.32. Ken Moffat also did well to win the vets award in the SCA hillclimb on Kithurst hill with a time of 4m 57.3s. The winner was Roger Smith of V.C Etoile with 4m 8.8s.

Training. Training is now under way and circuit training at our 'new clubroom' started on Wednesday, November 4th and a dozen or so have turned up so far to take part. We have approximately half hour sessions which Roy Page is tailoring to suit individual abilities - we now have two qualified club coaches, Anthony Rogers and Roy Page. Incidentally our aforementioned new clubroom is in fact at Adur Outdoor Leisure Centre, Shoreham (on the river), just west of the Norfolk bridge on the coast road, why not drop in any Wednesday and see us, from 8.00 p.m. Training rides are also under way on Sunday mornings, led by Keith Balcombe (01273 813600) or Keith Pettifer (01273 383575) and departing from Red Lion, Shoreham or Swan at Falmer on alternate weeks, the routes follow a circular course and are approximately forty miles. More information from Keith B or Keith P.

Thanks. We were asked to assist in the Southdowns Way randonnee held a short while ago, organised on behalf of Water Aid by our coach Anthony Rogers. It was extremely well planned and very well supported. Our colleagues Keith & Sue Balcombe and Rick & Val Stringer gave their time to help with this event and were well rewarded for their efforts by earning a donation of £100 for our club funds. The grand total raised for water Aid was £3,500 and £500 for local charities and cycling clubs. A well worthwhile day out. Put next year's event in your diary, it's Saturday June 12th.

Funds for Leukemia. On Sunday, October 8th the club met at the Wheatsheaf, Woodmancote for a quiet drink followed by a short sponsored ride of seven and a half miles in exchange for a £5 donation/entry fee payable. There was a barbecue in a nearby field at Paynesfield, also some free beer here, with 'harrow' football games for seniors and a five a side football pitch available for youngsters. Rick did the David Bailey honours for them to record the day's events and all went very well. Incidentally the organiser lives there and has plenty of room to hold an event like this. The over all outcome was that they raised about £400 for Leukemia Research. Well done.

Cyclo Cross. Anthony Rogers and Chris Thomson are our main contenders in this side of the sport and train with such people as Stuart Blunt and Barry Clark. Anthony mentioned that they have the Brazilian junior mountain bike champion, Louis Rosa, at the sixth form college in Brighton. At this year's event in the Nower he came second in the junior race. To anyone interested in cyclo cross it's worth noting there's only ONE event at the Nower and although we are all busy with our various aspects of cycling it would be nice to see a more local southern event again one day. Think on.

Sunday December 20th. The next social event is our annual outing to the White Lion at Thakeham, a short ride will take the club there for a festive lunch and beer all the way, courtesy of our excellent hosts, Bill & Patricia. This club ritual of handing out cards and a big log fire are a definite recipe for a good afternoon in the bar.

Last but certainly not least!! **Our Annual Dinner and Prize Presentation on Saturday February 20th 1999 at the Brighton Hotel, Sea Front, Brighton.** The entertainment this year should prove eventful as we have booked the versatile Sussex Pistols with their repertoire of all kinds of folk, dance and related music and barn dancing. Book your tickets now to avoid disappointment from DICK JONES 01273 770047

Well, that's it folks. Happy Yuletide and a Happy New Year to all.

Safe riding.

Excelsioran.

Hastings & St Leonards C.C.

1998 has proved to be an extremely successful year for the club, particularly on the time-trialling side with records and P.B.'s being smashed.

April saw the season open proper with the ESCA 25 and Nick Leech's only defeat at the hands of another club member - Dave Dixon surprised everybody by going under the hour for the first time to take 13th overall. Nick went on to have an outstanding year but more of that later.

The highlight of May was Jon "Arthur Daley" Hollidge's stag night! (Photos still available). Jon has hardly been spotted out training since his wedding - he obviously has better things to do on Sunday mornings.

On the last day of the month, the club's team 25 record fell after 19 years by 5 seconds on the E72, honours going to Steve Holland, Tim Blower and Rob Dixon.

During June and July the club's team 50 record fell twice, firstly to Nick Leech, Dave Dixon and Steve Holland at the ESCA 50 and then to Nick, Dave and "supervet" Roger Barden on a perfect morning on the E5, lowering the original mark set in 1982 by about 9 minutes. In the same event, Nick Leech also lowered the individual 50 mile record set by Paul Panagi in 1992 by 32 seconds to 1:52:11 - a brilliant ride.

The last record ride of the year was on the F1A in August - Nick, Steve Holland and Colin Enderson lowering the team 25 record again in pretty miserable conditions to 2:57:22. This proved to be Colin's last time-trial of the year, his season ending a week later at the bottom of Chick Hill near Pett, having taken out a wooden fence pole at around 30 m.p.h., sustaining 3 fractured ribs, shoulder bone and a punctured lung. The day after the accident, Colin was already planning next years campaign - I put it down to the strength of the drugs being pumped into his system!

Apart from the time-trialling, Nick Rudkin has continued to fly the flag at road races with Dave Freeman and Tim Blower also having a go. On a more civilised note, the club took first place for most participants at the 1066 randonee this year - a most enjoyable ride!

Our triathletes have also had a good year with Jo Hinde and Kerry Cloke both representing Great Britain in various events at home and abroad. Nick Bridger and evergreen couple, Derek and Anne Addrison completed Ironman Triathlons successfully.

Our own evening T.T. Series was a great success, organised on paper by Rob Dixon and on the night by Colin Briggs. Honours again to Nick Leech with Kerry Cloke taking the ladies prize.

Final trophy of the year, the combined hillclimb, was taken by newcomer Pete Tadros.

We look forward to 1999 and look out Eastbourne, Lewes et al !

Dyna - mite

WILLIAM HICKEY

Dropping through the door this week we had copy number 105, October 1998, of the Lewes Wanderers monthly newsletter and the much sought after Worthing Wheel, the latter edited by Uncle Don and his dependable cohorts. The 'Looses' newsletter resembles a British Rail timetable, completing both sides of an A4 page, cobbled together by ex journalist Mike Rabbetts. There was a pretty serious header 'Now let's get down to some serious socialising'. That's interesting, I thought, what are the Looses going to do in 1999 that they haven't done for the last how many years? Gosh, what a mouth watering programme. 8th November 1998, a choice between a 110k Audax ride vetted by Tony Palmer (who I believe is a 'no mudguards' man or so he assures me) and the obligatory SCA Lunch promoted by the Bikestore, and who knows, paid for by the Bikestore! On November 15th, sheer delight, a tourist competition held in some obscure part of East Sussex. November 22nd is the ESCA reliability trial, a must or must not, dependent on your point of view. I would compare it with the Marie Celeste, now you see it, now you don't! Their penultimate event in 1998 takes place in a pub at Laughton; for ease of reference this is a watered down Looses Club Dinner that has finally lost its way. Finally on December 20th a freewheeling competition, what a spellbinding event this is sure to be. Onto 1999 and January 10th sees that backslapping, ribtickling event, the much applauded ESCA Lunch, once remembered as taking place at a venue in Framfield where people were turned away. Now much reduced to the third division, memories may be re-captured in that jolly old pub, the Roebuck at Laughton. Clearly the publican has been promised the time honoured drink for providing two mediocre functions for a price slightly less than those held previously. For the rest of the 1999 social season we have speed judging and yet another reliability trial. For the life of me I cannot see any serious socialising. Quite what there is for the wives, girlfriends and members of other clubs beats me. But there you are, call me old fashioned, where are the dances, coach outings, ten pin bowling and bowls, darts or quiz evenings. Sorry ladies! If you want some more interesting activities apply to the Sussex Nomads who cater specifically for the female side of the club.

The Worthing Wheel. Poor old Don has soldiered on for years, painstakingly editing, contributing, distributing and mailing to the many thousands. But alas, Don has decided to call it a day and pass the work on to another poor unsuspecting soul. By and large the magazine is a vehicle for clubruns and time trial results. I assume this is to pad it out. Whoever is next in line has a say in what is printed, I would envisage more snap, crackle and pop in the mag. Let's have some spice, perhaps a page 3 girl, a few dos and don'ts, some track and road info., who is doing what to who! perhaps a brief synopsis on Andy Lock's relationships to date, and how come Paul can run to three cars? Is there a Worthing slush fund, and why is it that Don advertises his firm and Jeremy doesn't (or is Jeremy a senior partner?). Let's scrap the mediocrity and concentrate on some 'need to know', actual, factual happenings in the Worthing, and Tony, no more clubrun details; tell John Lucas to do a full ride and not hide his car on clubruns. I must apologise for calling Angela Topping by her incorrect name and I thank her for a free cuppa.

I spoke to Dr. Mark regarding close season signings and, as usual, he was reticent, but he might just be casting a net in the direction of Brighton Mitre who have a clutch coming along nicely. Uncle Frank looked positively like 'Mr. Trendy' in his SCA suit which he tells me is not hired. Robin managed to persuade Auntie Christine to part with a medal donated by the R.T.T.C. South for services to the Association. I bet he wears that on each and every occasion.

The SCA Lunch surprisingly turned out much better than I anticipated and I give seven out of ten for the meal prepared by Vanessa with Andrew scampering behind (what's new?). I felt that the raffle prizes were on the thin side, clearly inflation has caught up with the bike store. Most of the prizewinners were present this time which clearly made the event more meaningful. There were some new prizewinners this time which made a nice change. Keith Horne, a spokesman for Traffico, events consultants to the Sports Council. Clearly there are going to be changes for both the RTTC and the BCF in the foreseeable future. No longer will they be subject to police intervention, or so we are led to believe. I suspect in the long run all events will be barred from the A roads irrespective, our racing will be on pre-planned circuits which will have to have the blessing of the local council. We wait with bated breath.

I am informed that the Sussex Nomads have managed to secure a number of 1998 Tour de France riders to patronise their Dinner in January 1999. Tickets are now on sale at a ridiculously price, maximum number is ninety so hurry up.

During the last four to six weeks several comments and diagnosis have appeared in C.W. which I fear have not been adequately explained and moreover have not attracted more serious or constructive comment. Before I say more I must again thank Robin for all his goodies at the Mitre 25, it was quite a shame to see so few people left at the prizegiving; in future Robin, get a complete outsider to do the board, which will give you more time to devote to the prizegiving as nearly all the competitors will be present.

Back to my previous comments at the top of the page. There was an article on the coroner's verdict on the death of Pete Longbottom who was knocked into oncoming traffic on some dual carriageway in the north of England. The article reported that the deceased's clothing was dark and clearly had blended into the darkness, rendering Longbottom almost invisible to passing traffic. The official comment was that if he had been wearing some bright coloured clothing he would have not have been invisible and would probably have still been alive. There was not mention of the identity of the driver, whether he had been breathalysed or if he was in possession of a vehicle legally taxed and insured, or if that person had any previous convictions for indifferent driving. The usual comment "I didn't see him, Guv" is wearing just a little thin. I should like to see a full feature on how and why this guy died, what were the circumstances and whether, by some stretch of the imagination, a proportion of blame can be laid at the feet of the 'mysterious motorist'. It is all very well to protest your innocence when there are no known witnesses but I sometimes wonder if, in some circumstances, killing a cyclist is simply cold-blooded murder encouraged by the knowledge that if you are never likely to appear in a courtroom simply because there is a lack of evidence. I really feel that when a life has been taken the law should state clearly that you are guilty until you have proved beyond a shadow of doubt that your actions were not premeditated and that the victim was subject to an accident totally beyond your control. I know from my own experiences that there is a dangerous element on the roads who are obviously so unbalanced that they will deliberately aim at you or provoke an incident without any compunction whatsoever, clearly with a defined message of maim or kill dependent on where they want to take you out.

Did you see the report on the Commonwealth road race in K.L. It appears that one of our riders who was well placed had the misfortune to puncture some miles from the finish. His service car it seems had strapped a spare bike so tightly on the roof rack that it took the poor sod over a minute and a half to get on back on the bike then he had to make an adjustment to the saddle. Don't we just shoot ourselves in the foot continuously!!

Bot C.W. and Cycle Sport have featured in great length the Great Festina Scandal on Drugtaking, with literally no comment worth mentioning of criticism of either riders or management, nor do they make any formal stand on the entire question of sport enhancement drugs. It is difficult to comprehend what is actually going on and who are the riders constantly using drugs to sustain them over the year. Sport is a great leveller and clearly most riders are aware of what and who. I fear it has a disturbing effect on one's perception of a rider who in our estimation is magic, only to discover or hear that he is at the centre of a drug abuse scandal, abetted by dozens of other riders. You begin to wonder if Big Mig knows all about this and quit to avoid getting involved! Since money and the fear of losing lucrative sponsored employment clearly is the paramount issue the answer may be simple. All riders sign a contractual undertaking that if found to be taking sports enhancement stimulants he forfeits his season, with no right to appeal. Furthermore no trade team can employ a doctor to administer, at all times the team doctor refers a riders condition to an arbitrary working for all riders in each race. In this way, asthma, colds, stomach upsets, boils, etc. can be treated as normal ailments. All riders' medical records can be fully investigated and any anomalies can be looked into and dealt with almost immediately. If the sponsors agreed to deduct some 5% of the riders salaries to streamline the health of the team, we may get a little nearer to solving the drug abuse problem. Whilst it's nice for a top rider to earn a fabulous wage one wonders if these riders come by their wealth by 'honest' endeavour. The knowledge that you have tweaked your body to give you an extra 10 to 15% extra energy is nothing short of cheating. Surely they can't feel all that bright at the expense of their mates and friends in having to resort to such lengths, unless in the professional peloton it is dog eat dog and the devil take the hindmost. Who knows?

I see that Sir Charles has once again extolled the virtues of his much valued ESCA unreliability event, some five pages of the last edition were utilised. By the time this year's event is completed I suspect that 30% would have ended up in another county whilst 50% would have a coveted 60p (gone up due to ingflation) certificate, all of which should be eagerly awaited in a 2050 edition of the Antiques Roadshow.

On a different subject, tell me, what was your most boring day in 1998, a day you could briefly sum up as totally wasted, where absolutely nothing during that totally wasted time could convince you that you had contributed one jot to perhaps make it bearable. Well, in order to jolt your memory try an annual general meeting of the RTTC London South for starters. At best there may be some lively debate about nothing very important, this year surpassed everything that is wrong about our time trialling aspirations. Firstly, someone forgot to open a carefully hidden away hall in the middle of Crawley. My suspicions about this venue were justified when I noted that one careful cyclist had padlocked his bike IN the hall!! Some thirty souls were gathered to discuss the forthcoming year's itinerary under the careful briefing of Sweaty and much prompting by my Aunty. Prior to this, Robin Johnson doubled up as the refreshment member, producing an array of plastic containers, lukewarm water and yesterday's skimmed milk which had previously seen the tarmac surround of the village hall. I'm not sure how many people partook but surprise to say, there were no fill-ups after the meeting had shuddered to its obligatory conclusion. Sitting down on plastic seats is no real pleasure for two and a half hours. Both finance and course measurer reports were presented with the usual self-congratulatory thanks for their diligence, application and general aplomb. We then discussed the gritty subject re. events for the forthcoming year. Can so and so slip in the odd 10, could a 25 be moved, was it practical to have an event on a Bank Holiday, did it conflict with lighting up or was traffic flow a consideration? (Stan Brown would have been in his element talking about nothing in particular.) Mind you, there are some successors in the wings, a few meetings at that quite awful venue in Reigate might bring out the best of them. We than discussed an absolute gem, to recommend to the national Council (I really feel that the total imagination that had gone into it was awe inspiring) 'that headphones should be outlawed when riding; or rather did this constitute a serious hazard when racing, I presume. Well frankly I have never seen such a contrivance when competing and neither, I feel, had the rest of the captive audience. After much agonizing from the floor, it was put to the vote by the Chair. This reminded of a meeting convened by Adolf Hitler when all the participants shot up with a yell of 'zieg heil'. Auntie and the Chair then pleaded with the floor to introduce some fresh bloodstock onto the committee, requesting people like Steve Dennis to come forward. Steve will be pleased to know that he is branded 'fresh and young'. Needless to say there were no takers and it was after much cajoling that nine members were recruited. I was interested to see that Robin Johnson, our revered tea lady, declined to sit in the inner sanctum, something to do with Tuesday meetings clashing with his Mitre promotions. Could it be that the lure of substantial cash flow into the Mitre's coffers was more appealing than serving his district in the crypt of a religious building in the middle of nowhere. One bright note, my old pal Jack Harris was nowhere to be seen, could it be that Jack 'Union Man' has also succumbed to the mediocrity of the dreaded RTTC L.S.

Finally a note for Ric. I commend to you Miles Davis "Filles de Kilimanjaro!". Some nice brushwork by Tony Williams and of course Wayne Shorter (not too extravagant). And just one more time, as Count Basie would say. Spare a few bob and visit the Malcolm Cross Emporium at Laughton (large barn on the right hand side of the road, top of the hill, coming from Lewes. Malcolm keeps a very select number of Italian handbuilt frames for the discerning rider, plus lots of up to date clothing and components, all keenly priced. call in to see him, he makes a mean cup of coffee and will confirm that William Hickey has purchased stock. You simply cannot ignore Malcolm's generous discount.

Safe training and enjoy your Xmas.

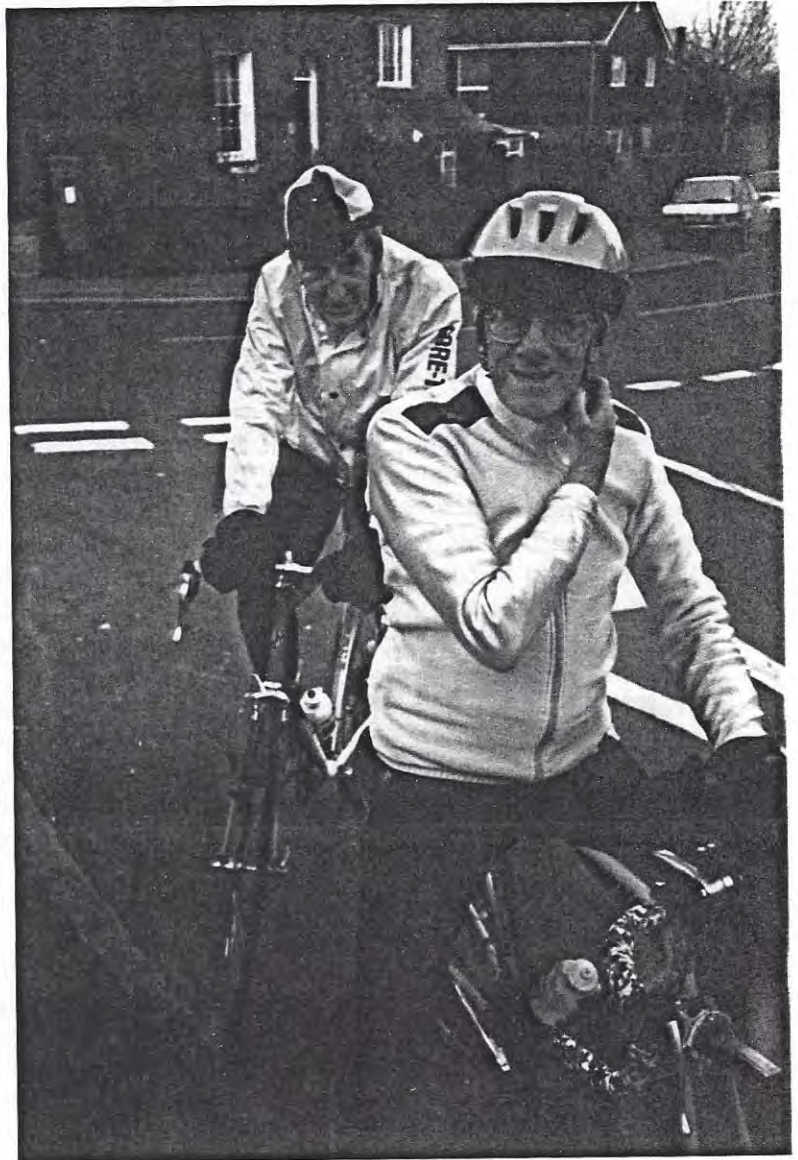
William Hickey.



AUDAX UK

This season Graham Payne and myself decided we were fed up with getting up in the small hours to time trial and made plans to ride some Audax events. For those of you who don't know about them, they are supposed to be long distance touring events! However, in reality they are long distance torture events.

We started by riding the East Sussex Fire Brigade 10th Anniversary ride from Newhaven to Crowborough and back. several other Wheelers rode this one and it was fine; rolling hills and a superb lunch stop at Crowborough Fire Station. Next on the agenda was the South Downs 200k. Fine, Graham wasn't well so didn't attempt it, I met Mike Bloom at the start and Dave Stokes (pictured right with Jack) arrived to ride the 100k. Off we went and the first climb was High and Over, down the other side and on to the first control at Newhaven. However I didn't read the instructions properly and wandered around Newhaven looking for someone to sign my card. It was an information control. Eventually the penny dropped and I carried on. Just before Lewes I met up with Jim Siburn's wife Claire and we rode together for a long time. I told her I had ridden in events with Jim and he had always thrashed me by at least six minutes but of course he was only twenty years older than me. Sadly he has recently had an accident and was not riding at all this year; shame, he is a great guy. Our next climb was Ditchling Beacon followed by Devil's Dyke. We rode on and up through Haywards Heath and on to the dreaded Cob Lane. If you haven't ridden this one, try it, it is very hairy. Halfway up the climb some horrible clanking started round about my back wheel. I struggled on to West Hoathly when my rear block fell to pieces. If this ever happens to you DON'T take the wheel out, if you do the bearings will scatter all over the road. You need to get the chain on to the large sprocket and coast along as best you can. I got a lift at the Forest Row control back to HQ.



Next event, Warringham to Battle and back. God, the organiser is a masochist. I've never climbed so many hills in one day, ever, and that included the Lake District. I packed at Battle, Graham rode back along the main road, Mike Bloom finished I don't know how, it must have been the miles he put in on his hols.

The next event I recommend to everyone. This was the Tour of the Hills. 108k all around the Surrey hills, including Leith, Coldharbour, White Down and Clandon Downs. I finished this one, olé, and gained an altitude point. The last event we completed was the West Kent 160k which followed a very similar course to the Battle and back, most of the same hills in the North and South Downs including Ide Hill, Brasted, Cudham, Downe and Biggin on the bump. We both finished and are going to carry on Audaxing next year. So come and join us and suffer all the big hills that the organisers can find. W.H., you need mudguards!!

Jack Harris (Crawley Wheelers)




SOCIAL EVENTS 1999




January 6th
Mid Week Section Lunch



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



EVENTS 1999

Sunday 7th March (Association) GS/896 (Fairwarp) 17 miles Entry fee £4.00
Mrs. V. Stringer, 24 Saxon Road, Steyning BN44 3FP ☎ 01903 815685

Sunday 11th April (Association) GS/893 (Hailsham) 2up T.T. Entry fee £8.00
Mr. L. Hayman, 25 Chieveley Drive, Tunbridge Wells, Kent TN2 5HG ☎ 01892532073

Saturday 24th April (Association) G10/89 (E.Hoathly) 10 miles Entry fee £4.00
Mr. G. Lade, 66 Wilton Avenue, Hampden Park, E'bourne BN22 9HY ☎ 01323 509408

Sunday 25th April (Association) G25/89 (Fairwarp) 25 miles Entry fee £4.00
Mr. D. Freeman, 54 Pevensey Road, St. Leonards on Sea TN38 0LS ☎ 01424 434285

The 10 & 25 will have an overall classification prize as last year.

Sunday 20th June (Open) G50/83 (Fairwarp) 50 miles Entry fee £4.00
Mr. A. Limbrey, 13 Rustington Road, Brighton BN1 8DQ ☎ 01273 558511

Sunday 18th July (Open) G100/86 (U.Dicker) 100 miles Entry fee £6.00
Mr. M. Rabbetts, Jarvis Court, Mottins Hill, Crowborough TN6 3SE ☎ 01892 654422

Saturday 18th September (Open) G10/87 (E.Hoathly) 10 miles Entry fee £4.00
Mr. A. Cook, 4 Coney Croft, Horsham W.Sussex RH12 4EW ☎ 01403 251751

Sunday 19th September (Open) G25/89 (Fairwarp) 25 miles Entry fee £4.00
Mr. R. Blackmore,
Ladymead, Snowhill, Crawley Down, W.Sussex RH10 3EE ☎ 01342 713272

These two events are also open to tandems and there is an overall classification prize.

BRIGHTON MITRE C.C.

Daniel Paine, the ESCA Junior Best all Rounder, joined us last year aged 15, just in time to ride our last two evening 10s. His first ride on August 24th produced a 27.02; two weeks later his next ride was a 26.27, following up six days later riding our end of season open 25 with a brilliant ride of 1.5.24. During the next few months he was working hard to raise the money for a new frame that was being made by Roberts of Croydon.

Five months later on March 1st 1998, he rode his new bike in the Worthing Excel club 10, finishing with a 29.29 on a cold, hard day. This was the first of fifty five time trials he has ridden this year, with a remarkable record of 28 '10s', 21 '25s' and- 6 odd distance events. His fastest 10 was 22.22, a new junior club 10 record, in the Crawley Whs. event on G10/57 on September 19th and his fastest 25 of 58.08 was on G25/52 on July 28th. His slowest 10 of the season was 29.19 and the slowest 25, 1.8.31. Daniel also broke our junior Brighton to Shoreham and return record by nearly four minutes. Starting at 5.00 a.m. he rode into Brighton from Portslade, turned at the Palace Pier roundabout, back to Shoreham High Street roundabout and return to Portslade to record 30.24, a handsome beating John Yardley's twenty eight year old record of 34.12. Most of this ride was through a rainstorm but he only dropped below 25mph at the two turns. He has finished the season as Junior B.A.R. in the ESCA, SCA and SCCU and finished 18th in the national Junior B.A.R. Also winner of the Southern Heat of the GHS 10 and 26th in the national Final. He won the Sussex Junior Pursuit Championship at his first attempt at track racing. And was second in his only circuit race at Hove Park.

He also won the club's 25 mile championship and the club evening 10 series competition and was the third member of our SCA Hill-climb winning team with Tony Richardson and Tristian Court. he is already making plans for next season and intends to attack our other two junior place to place records, Brighton to Worthing and Brighton to Steyning and back. He rode a total of 925 racing miles this year at an average speed of 25mph.

Tristian Court, Daniel's cousin, joined us just in time to ride our open 25 last year in which he did a 1.8.39, a promising start. His next event was the SCA two-up team time trial with Daniel on March 15th, a 1.18.52 placing them 21st, with Tristian looking very fresh at the finish. He rode a total of thirty three time trials comprised of 10 '25s', 18 '10s' and 5 odd distance events. Fastest 25 in 57.13 on July 28th was our fastest 25 for six years, his last 25 was in our open finishing with 1.3.41. His first ever hillclimb, at Kithurst Hill, Storrington, saw him finish in ninth position in 4m 22.4s. The winning time being 4m.8.8s. He was the second counting member of our winning team in this event. All of these rides have been done on a very standard bike costing £450. His only training has been five miles each way to work in Brighton and the very occasional rides with other club members in the evenings. He is a family man with two young children so has little time for training. I think his two evening wins in the Sussex Nomads' 10s possibly gave him most satisfaction this year, both winning rides were done in 24.10. His total racing miles were 496 at an average speed of 23mph. Congratulations.

Now we have Tony Richardson, the leading member of our Hillclimb winning team. But, not only that, he was fourth with 236 miles in the SCA 12 hour, rode the SCA 100 in 4h 32m 00s, was the fastest rider in the SOUTHDOWNS WAY ride beating his last year's winning ride by over half an hour. Winning his first ever cyclo-cross in the V.C. Etoile's event at Lancing, and being well placed in many mountain bike rides, and then to finish it off, he ran a marathon finishing fourth in 2h 56m. Tony has so much talent and is an all-round sportsman, so is an obvious choice as our senior Best all Rounder of 1998.

I will mention most of our members who have ridden events this year, starting with Jon Kenwood, who last December had a major operation. Jon is a mountain biker who rode the SOUTHDOWNS WAY last year which was his longest ride ever. It didn't seem likely that he would be able to ride the same event this year but he did. Congratulations Jon, hope your next op is successful. Penny Bullimore rode the SCA 50 and the SOUTHDOWNS WAY; Jay Chisnell our 50 mile champion, Peter Fletcher, Ray Smith, Rupert Robin, Lee Bolton, Jay Aspinall, Mike Watts, Robin Johnson, Andy Bullimore and I will have to say sorry to anyone that I have missed out. I would also like to take the opportunity to thank all of the above including Mike & Jean Hayler our President, Ken & Pearl Wells - Ken is our Treasurer and Chairman, and Sally my wife, who has looked after me. Thanks for all your support.

Laughing Boy



Three different ways to wear our racing caps.
Tristian Court, Daniel Paine & Tony Richardson



Reliability Trial

Reliability Trial photos on pages 28 and 31 taken outside the Kings Head by Charles Robson.



EAST SUSSEX CYCLING ASSOCIATION - 1998 RELIABILITY TRIAL

There were 127 entries for this year's Reliability Trial, 35 less than last year. However an entry of 32 riders from Eastbourne, 30 from Crawley and 23 from Lewes ensured some stiff competition for the Shield.

93 riders reported at the start on a cool, sparkling and sunny morning. There were no trikes or tandems this year and only 5 lady entrants, but one of these - Marina Bloom - rode 32 miles to the start, completed the course successfully and then rode home again! 34 riders decided not to start including the entire contingent from 21st Century Airports CT.

Eastbourne retained the Rally Shield with 22 successful riders. Lewes were runners up again with 17 successful riders and their total would probably have been 19 if Peter Price and Chris Martin had not stopped to help John Blackman. John was fine at the start but halfway round he was taken ill with giddiness and vomiting caused by an inner ear infection and had to be taken by ambulance to the Conquest Hospital in Hastings. Crawley were in third spot once again with 12 successful riders. You will find the full result elsewhere in this issue of BONK. 18 riders recorded times that were either too fast or too slow and 11 started but failed to record a time.

The 64 successful qualifiers will each receive a Certificate, which will be presented at the E.S.C.A. Lunch & Prize Presentation at Laughton on Sunday 10th January 1999.

Organiser's Notes

The Sunday before the event saw some of the riders reconnoitring the course, but this year, once again, I had to go round in the van as, not having ridden since my last race on the 4th October, I was really not fit enough to ride round. The weather was good and the only hazard was leaves in the lanes. All was well until I got to Checkpoint 2 at Bodiam where I found an enormous tractor and trailer taking up all the space needed next Sunday. This little problem took nearly two hours on Monday morning and some 15 telephone calls to solve. I eventually managed to speak to the lady at Elms Farm almost opposite. She assured me that the tractor only parks there about once a month and would be unlikely to be there on the day of our trial. I also learnt that the garage like building at Checkpoint 2 is in fact the old forge.

On the morning of the Reliability Trial, I left home too early as usual at 0720. It was seasonally cool but there was no frost. The sky was blue and the sun was coming up. Checked the Sports Pavilion at East Hoathly but found it locked so no access the loos. As I was early, I checked up the lanes but could see no ice on the roads which were dry. For the first time since I re-started the ESCA Reliability Trial some 13 or so years ago there was no Roy Humphrey officiating as Chief Timekeeper. Roy is not yet steady enough on his feet to spend over an hour sending the groups off and his place was taken by Esther Carpenter, whom Roy had trained especially for the job. Roy stayed in the warm at his temporary residence at Ridgewood Rise, Highview Lane, Ridgewood, Uckfield, East Sussex TN22 5SY (Telephone 01825 764761). At the recent ESCA AGM, Roy gave up his roles as Secretary and Treasurer and is now Honorary Consultant to the Association. Ridgewood Rise is easily accessible by bike or car and Roy will be pleased to see you, so do call or write or telephone. Also please do mail him your start and result sheets, Club newsletters and other items of interest so he can keep his finger on the pulse.

Back at East Hoathly, Ken Griffiths arrived at 0800 and took up his usual marshalling position on the corner whilst Mike Hayler was up the lane. Bob Wallace, landlord of the King's Head opened the door to the loos and we are most grateful to him for this facility. Esther began despatching the groups from 0830. Ron and Marion Ball arrived in good time, picked up Ken Griffiths, and departed for the Dale Hill Checkpoint where they were met by Michael Rabbetts. Thanks to the cooperation of the landlady at The Cherry Tree, we had the luxury of the whole of their lower car park for our first Checkpoint. Very soon after the last group went off at 0915, Esther and I were on our way passing one or two early puncture victims before Dale Hill, where we snatched a quick cup of coffee and saw quite a number of riders go through.

Then it was on to the old forge at Checkpoint 2 at Bodiam, manned as efficiently as ever by Mike Hayler collecting the cards in a huge biscuit tin (unfortunately devoid of biscuits) borrowed from home for the day and assisted by Maurice Carpenter, who had come up by trike. Some quite large groups went by whilst we were here and we just got ahead of one group before plunging into the lane just past High Wigsell. It was warming up a bit now as the sun got higher and the scenery, if you had time to admire it, was really beautiful. We passed more groups of varying numbers until all the riders were behind us. We waited at Rushlake Green for the first groups to come through. A starving Keith Newsam arrived and was given an apple to keep him going. There's an interesting village sign on the green here serving both Rushlake Green and Warbleton.

We soon pressed on through Warbleton and Marle Green to Horam. We were glad to turn right at the May Garland avoiding the roadworks traffic lights. At the Hale Green Checkpoint, Den Funnell and Deryk Greenway were already in position and enjoying their annual get together. They were joined by Dave Hudson, who earlier had been round part of the course warning riders of an ice patch on a downward corner. Whilst we were there, Ken Griffiths turned up in his little yellow car. Soon the first riders were coming through and we had to leave to take up our position at the King's Head to receive the riders cards. Most of the riders had enjoyed the course but some had found it hard including Carla Dennis who had to be "rescued" by Steve, which prevented him from completing his ride in 2-55. Perhaps an easier course next year will encourage more riders and yet still provide a challenge for the tough nuts who can choose a faster time.

After Esther and I had collected cards outside for 50 minutes, we were more than ready to get into the King's Head for a pint. Then we got the news about John Blackman's collapse from Peter Price and Chris Martin. He had been taken off in an ambulance and his bike safely housed by a helpful resident on the course. John should have been at the lunch and missed another superb meal cooked by our landlord. The turkey and beef were both popular main courses and the lucky 24 wondered why more people were not there. In the sweet stakes our old friend spotted dick was still the favourite.

The Pub Quiz was won by John Ashdown and John Blackman (in his absence) with 18 as the correct answer. There were 6 runners-up (1 away) and the winner out of the hat was Bob Taylor. All 3 won a bottle of wine. Much lively conversation ensued and there was no doubt that everyone there enjoyed themselves. With us at the lunch was Mike Hayler, the promoter of the National 24 Hour Championship on the 26th & 27th June, 1999. The course now extends into East Sussex as far east as Boship roundabout and Mike is going to need lots of volunteers to help with marshalling and feeding. If you would like more details, please contact Mike Hayler at 44 Parkway, Ratton, Eastbourne BN20 9DX (Tel: 01323 505130).

Finally my thank to the team that makes this event possible - Esther Carpenter, Ken Griffiths, Mike Hayler, Deryk Greenway, Michael Rabbetts, Ron & Marion Ball, Dennis Funnell, Maurice Carpenter and Dave Hudson, not forgetting our Consultant - Roy Humphrey together with the landlord and staff at The King's Head, East Hoathly.

I wish you all a very Happy Christmas and will now hand you over to our Special Correspondent:-

The 1998 Trial

To everyone's amazement, quite a few of Eastbourne Rovers' finest managed to haul themselves out of bed on a cold and frosty morning. After a slightly late start, the lads soon got themselves going in a smooth rhythm with Simon (Hamster, what would we do without him) Prior starting off in the lead. We all knew this wouldn't last long. The lead see-sawed with hills coming thick and fast. There were a few hairy moments with ice on the descents but luckily no accidents.

When the course levelled out we soon caught up with a group of mainly Lewes and Crawley riders and arrived at Check 1 to be greeted with - "this scruffy lot must be Eastbourne Rovers" - by guess who - Charles!

Next we went in search of Check 2. The chatter by now had calmed down somewhat to be replaced by puffing and wheezing as the hills appeared only broken by Andy (The Diplomat) shouting - "keep in the middle of the road Richard your ***** bike is getting dirty."

It's always good to watch the style of other riders, but perhaps not Paul (I'll ride in the middle of the road) Delani with not a care about other traffic. Maybe the old army saying "a good soldier never looks back" applies.

There was the occasional sprint with the more sporting riders not wishing to be outdone. One Crawley rider persisted so we dropped back and he went on towards Heathfield instead of turning off to Rushlake Green. Clever dummy that, Simon!

By now we had caught up several groups and quite a convoy was winding its way round the countryside. A few minutes sprint saw the Eastbourne riders ahead of the pack. We were now in familiar territory and realised we had over an hour to do the 8 miles to reach Check 3, so the pace dropped again but we still had to stop for a while.

After a while, a few of us decided to go on as we didn't want to get too cold. By now the East Hoathly signs were popping up like cinema seats and we were home. After waiting a short time for the others to arrive, we all clocked in to finish an enjoyable trial, with thanks to the organisers and helpers and the Pub for a superb lunch. It was much appreciated.

AARRHHH!



EAST SUSSEX CYCLING ASSOCIATION
1998 RELIABILITY TRIAL

RESULT

The following riders were successful in completing the Reliability Trial in their chosen time and are each eligible for a Certificate:-

EASTBOURNE ROVERS CC (22)

3-20 Kevin Burton, Alan Rolfe, Lloyd Grayston, Paul Delani, Richard Light, Simon Prior, Max Norrell, Graham Reed, Shaun Reed, Stuart Davis, James Dear, Steve Bowles, Boyd Johnson, Michael Davey; 3-45 Dave Cox, Andrew Stobbart, Stuart Medhurst, Clive Willis, Robert Norman, Neil Fordham, Colin Jones, Mike Archer.

LEWES WANDERERS CC (17)*

3-20 Graham Jeffs, Ian Landless, Phill King, Robert Daneski, Richard Meed, Trevor Wright; 3-45 David Wells, David Pollard, David Nunn, Keith Newsam, Paul Cooper, Pete Roberts, Stuart Maddock; 4-05 Paul Gibbons, Tony Longhurst, Tony Gale, John Gallsworthy.

* This total would probably have been 19 if Peter Price and Chris Martin had not stopped to help John Blackman who had a nasty turn during the event and had to be taken to hospital.

CRAWLEY WHEELERS CC (12)

3-20 Brian Flint, Reade Harfield, Keith Edgar, Mike Crossett; 3-45 Richard Griffin, Ian Holder, Paul Spenceley, John Double, Mike Labram, Graham Payne, Dave Boorsma, Marina Bloom.

SOUTHBOROUGH & DISTRICT WHEELERS CC (3)

3-20 Les Hayman, John Watson, Doug Bentall.

EAST GRINSTEAD CC (3)

3-20 Andy Seltzer, Paul Winkley, Graham Tulett.

TENTERDEN CC (3)

3-45 Trevor Hammond, Kenton May, Ernie Stafford.

HASTINGS & ST. LEONARDS CC (1)

3-45 John Ashdown.

VC DEAL (1)

3-45 Michael Ashdown.

CYCLISTS' TOURING CLUB (1)

3-45 Andy Seviour.

VERULAM CC (1)

3-45 Stephen Burgess.