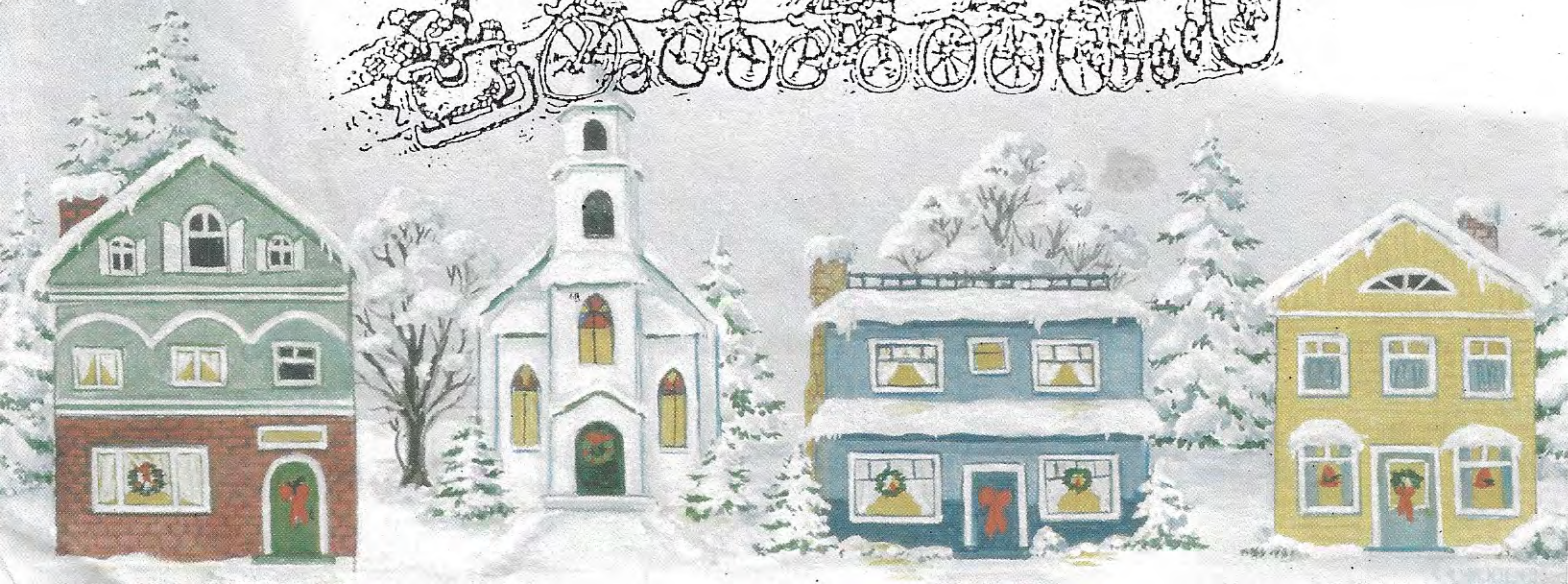
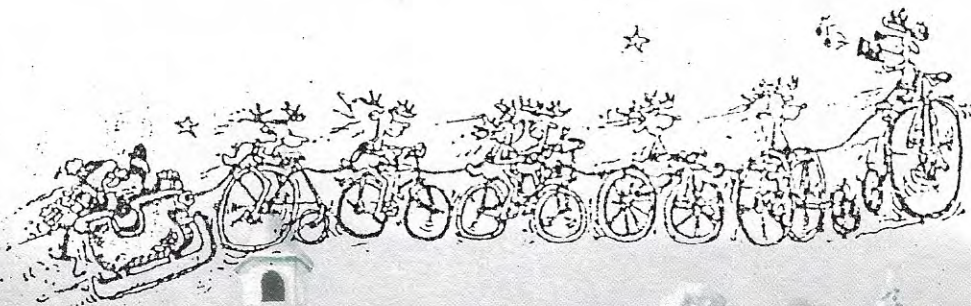
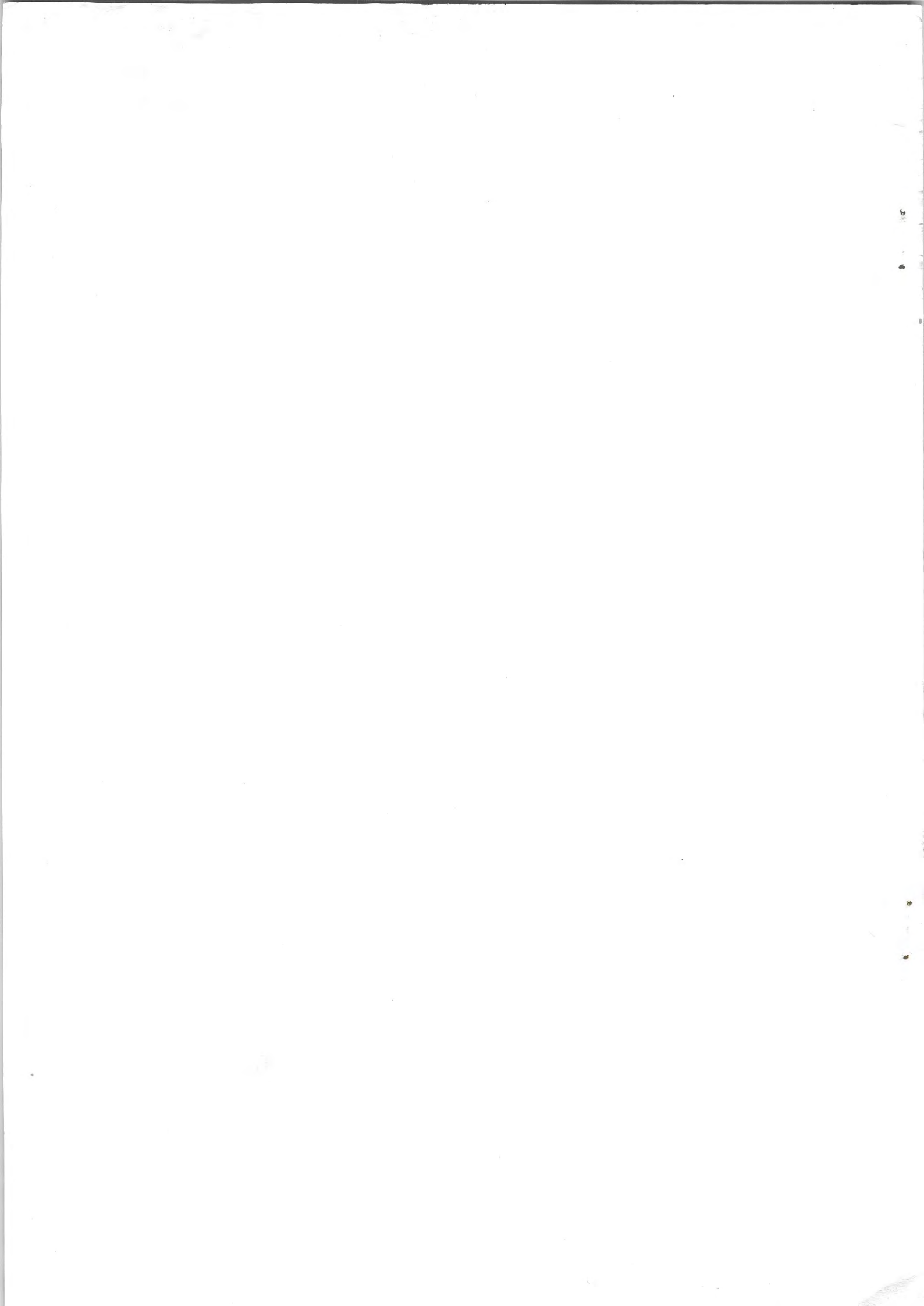


BONK!

THE OFFICIAL JOURNAL
EAST SUSSEX
CYCLING ASSOCIATION
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ⒺAST ⒺUSSEX ⒺYCLING ⒺSSOCIATION



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Winter 2000

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EDITORIAL

Once again the time has come to wish our readers a very merry Christmas and a happy New Year. It's a good time too to thank all the people who have kept the Association running smoothly and ensured that there's been a full programme of events.

The Association lunch is on January 14th. The main reason for holding this function is to honour the prizewinners - if you know that you have a trophy or award to receive please come along and collect it. By putting in an appearance you are able to show that you appreciate the work put in by marshals, timekeepers and all the other people involved in organising our sport.

We'll now hand you over to Father Christmas.

Maurice & Esther





ANNUAL GENERAL MEETING SECRETARY'S REPORT

This is a combined report for the General & Racing Secretary. Despite the year getting off to a bad start with the death of Roy Humphrey things did improve. A large number of ESCAbods attended Roy's funeral at Framfield on a fine but chilly day. The memorial trophy for Roy, donated by his daughters, has been competed for and won. E.S.C.A. is still alive and will no doubt continue to serve cycling.

The luncheon in January had a reasonable number, although short on prizewinners. Hopefully this will for this year's Presentation.

We are almost up to Charles Robson's fourteenth reliability trial. This year there is a clash with the S.C.A. Luncheon. A pity but brought about by having to change the date of the S.C.A. in order to use the Wivelsfield venue as in past years. Hopefully this clash can be avoided in future.

On the racing scene we ran the usual programme of events. Both 10 & 25 weekends carried an overall classification and this was well received although numbers completing both were a little disappointing. The new hardriders course at Rushlake Green (sic) enjoyed a fine day and appeared to gain acceptance.

The 2 up will be on a fresh course in 2001 due to the major road works at Polegate. The 100 promoter will be Mike Hayler and again there will be a variation to the course due to the Polegate roadworks.

The June 50 saw a storming ride from Sean Yates setting a new course record. Who said there was no speed in our courses? I regret the mix up over the timekeepers in the 50. This was no fault of the promoters and was solely down to an error on the part of the Racing secretary.

All the season long competitions have been competed for with the usual fluctuations in numbers. Old men outnumber young and ladies. Would be great to see a change.

The 2001 calendar will appear in BONK with promoter details, as these will also be in the handbook you should not have any trouble entering.

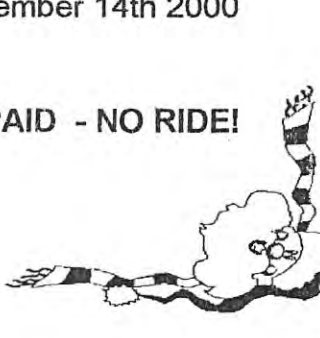
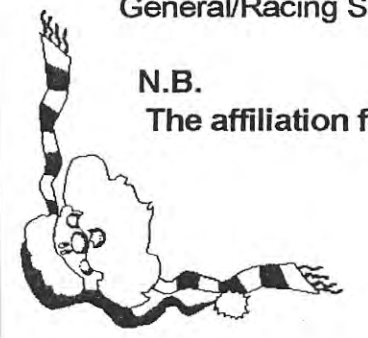
Best wishes to all and here's to a fine, sunny, windless season in 2001.

Mick Burgess
General/Racing Secretary

November 14th 2000

N.B.

The affiliation fee went up to £5 and is now due. **NO AFFILIATION FEE PAID - NO RIDE!**





East Grinstead C.C.



On the first day of Christmas
my true love sent to me

A crunchie bar for Tony Horrigan [caught trying to entice young boys into his car at road races with sweets!]

A new set of teeth for Jon Sharples so he won't have to 'suck' Steve Dennis' wheel!

A puncture proof set of tyres for Graham Tulett [Graham was seen scrabbling for spare wheels at both Lewes Crits & Clarencourt 4up this year]

A calculator for Eastbourne Rovers so they can work out how to win the ESCA points competition.

A bike maintenance course for Bob Taylor - alternatively a permanent team car to drive behind him.

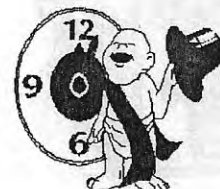
A gag for Geoff Boone [This one's for the ESCA Committee nuf said!]

I hope we all get our wishes this Christmas, on the serious side I wish for some youngsters in our sport, we are fortunate to have just a few at East Grinstead the most noticeable is Mark Bashford winner of the ESCA Junior Competition the year. But I fear the majority of our Sussex clubs are becoming outnumbered by us vets.

Have a happy, safe and dry New Year.

Miles F. Latout

a.k.a. 'Santa's little helper'



EAST SUSSEX CYCLING ASSOCIATION
2000 RELIABILITY TRIAL

RESULT

The following 65 riders were successful in completing the Reliability Trial in their chosen time and are each eligible for a Certificate:-

EASTBOURNE ROVERS CC (27)

3-20 Kevin Burton, Simon Prior, Max Norrell, Michael Davey, Stuart Davis, James Dear, Brendan Lyons, Andy Eaton, David Cox, Jason Salter, Jo Buss, Graeme Hadlow, Steve Bowles, Rob Morris, Boyd Johnson, Shaun Reed, Adam Ford, Richard Gillett, Stuart Medhurst;

3-40 Bob Norman, Peter Ingram, Dave Dunbar, Martin Toft, Mark Bergin, Judd Hinchcliffe, Nick Redman;

4-05 Linda Favorido.

LEWES WANDERERS CC (11)

3-20 Andy Cox, Chris Hough;

3-40 Phill King, Tony Gale, David Wells, Graham Jeffs, Chris Martin, Carl Matthews, Richard Meed, Ian McGuckin, Peter Price.

SOUTHBOROUGH & DISTRICT WHEELERS CC(10)

2-55 Stuart Mugridge, Mike Gordon;

3-20 Peter Watson, David Watson, John Watson, Nick Whitney, Doug Bentall, Chris Howard, Neil Whelan;

4-05 David Parker.

CRAWLEY WHEELERS CC (9)

3-20 David Nash, Suzanne Davies;

3-40 Richard Griffin, Anthony Fawcett, Mike Labram, Dave Boorsma, John Double, Brian Flint;

4-05 Ron Gager.

EAST GRINSTEAD CC (7)

2-55 James Harris, Andy Seltzer, Steve Dennis;

3-20 Bob Taylor, Martin Malins, Paul Harris, Paul Winkley.

SUSSEX NOMADS CC (1)

4-05 Geoff Boore.



(CR/ESCART/1100)

EAST SUSSEX CYCLING ASSOCIATION - 2000 RELIABILITY TRIAL

There were 130 entries for this year's Reliability Trial, 13 more than last year, but the riders came from only 7 member clubs due, no doubt, to the S.C.A. Luncheon & Prize Presentation having been arranged on the same day. But for a record entry of 62 riders from Eastbourne Rovers, the total entry would have been lower than last year.

After the uncertain weather of the last few weeks 37 riders obviously decided the day before that they would not turn out. In fact it was quite mild with a moderate westerly breeze, some sun and practically no rain. The conditions were really quite pleasant apart from the wet roads, which caused a few punctures.

93 riders started including 5 ladies. 65 riders finished in the right time, whilst 28 were late or did not report at the finish. Eastbourne retained the Rally Shield with 27 successful riders and Lewes were runners up again with 11. East Grinstead were 100% successful with their 7 entrants. You will find the full result elsewhere in this issue of BONK.

The 65 successful qualifiers will each receive a Certificate, which will be presented at the E.S.C.A. Lunch & Prize Presentation at Laughton on Sunday 14th January 2001.

Organiser's Notes

Arriving at East Hoathly a little before 0800, I put on several pullovers, because, although it was mild, I knew I would need them by the time all the 9 groups had been despatched. Once again I missed the cheerful figure of Ken Griffiths on the corner, but birthday boy Den Funnell was up the lane looking after the parking helped by next year's 100 promoter, Mike Hayler. There was a fast 2-55 group this year so Esther and I were stuck at East Hoathly till we sent them off at 0920.

We drove round the course noting that one of Mike's excellent signs was placed at the top of Cob Lane. Earlier in the week Peter Price had very kindly ridden out to check that Cob Lane was not flooded down in the dip. It was not flooded but the road surface was poor and leaves made the descent somewhat tricky. However almost every rider got down the twisty descent safely!

Up at the first Checkpoint were Ray Prior and David Matthews. Ray's first words to me were "Another fine mess you've got me into". His van was neatly parked on the wide grass verge where he was now bogged down and immobile. There was nothing for it but to stop Group 6 and call for volunteers to push him out! They succeeded with much wheel spinning and a certain triathlete got somewhat spattered. After all this excitement, I wondered where Den and Mike were. This question was answered when we drove up towards West Hoathly to find them comfortably ensconced opposite the sports field manning a "ghost" Checkpoint which took some riders by surprise.

On round the course we came across an amalgam of groups riding down through Ashdown Forest and I think some of the trapped cars must have thought it was a rehearsal for "The Tour". At the second Checkpoint at Groombridge Station everything was calm. Ron and Marion Ball were in command ably assisted by Mick Rabbetts and Cedric Pearson. Groups came and went in a very orderly fashion. After a quick cuppa, Esther and I pressed on to the finish to be ready to receive the incoming riders. After sitting outside for three quarters of an hour, we were glad to get inside The King's Head, where 14 of us sat down to an excellent but somewhat slow lunch.

Finally my thanks to the team that makes this event possible - Esther Carpenter, Den Funnell, Ray Prior, Mike Hayler, David Matthews, Ron & Marion Ball, Mick Rabbetts and Cedric Pearson not forgetting 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 Correspondents:-

EAST SUSSEX CYCLING ASSOCIATION RELIABILITY TRIAL 2000

This year's reliability trial was planned, from the supreme command in Eastbourne, with the same military precision as were the previous fourteen.

Historically the third Sunday in November is allotted to the event; the course, last used ten years ago, was re-measured in consideration of any roads which may have been built or re-aligned in the meantime; preliminary information was printed in the Summer BONK, with definitive details and entry forms appearing in the Autumn edition; Bob Wallace, mine host at the King's Head, East Hoathly was approached and came up with a good menu at a very competitive price for the après event lunch, use of the hall for changing plus toilet facilities. Checkers, four to each checkpoint, all of whom were of good character and known to be dependable, were enlisted and an 'on the day deputy' appointed to help with the timekeeping also doubled up as organiser's assistant. Because of the stormy weather in October, local residents (members of reputable cycling clubs) were recruited to report immediately any deterioration at possible trouble spots. The Reliability Trial 2000 Roadshow was on the way.

It was because of the reliability trial that the first crack in the entente cordiale with our west Sussex counterparts occurred. Yes, the S.C.A. had booked their Association Lunch & Prize Presentation on the same date as us due to some confusion over their hall booking! A timid request at the E.S.C.A. committee meeting in August, that the reliability trial date be changed, was curtly refused. Too much work had already been done, no other day was suitable and traditionally everybody was prepared to be tested on that weekend.

There were a few qualms that the entry might be drastically reduced as the first few forms trickled onto the mat at headquarters, but a rumour that In Gear R.T. had ambitions to display the Shield in their team manager's shop window at Uckfield brought forth a profusion of entries from Eastbourne Rovers. The Rovers had won the shield in 1999 with an unparalleled exhibition of disciplined riding and were loath to relinquish it to a team of upstarts. A late burst of advertising by the organiser's assistant encouraged a few more entries and at last the previous year's total was surpassed. But what of the lunch? Creakingly the numbers rose to eight, then twelve and on the day John Armstrong and Richard Thomas brought the total to fourteen. What a disappointment.

Saturday, November 18th, was wild and wet but forecasters assured us that Sunday would be a milder day and so it materialised. Bob Wallace was up and ready to open the doors as promised, checkers turned up and were dispatched to their destinations, the roadshow was ready to roll; the only minor flaw occurring when it was discovered that the deputy's watch was not on the same Greenwich time as the event organiser's, being at least half a minute adrift, silly excuses about east/west date lines were treated with the contempt they deserved. The first group was sent off - it was noted that a ringer was substituted for one of the two Sussex Nomads who had entered. The next group, comprised of press-ganged Eastbourne riders was much depleted, but a faithful few set off, determined to uphold their club's honour. Other riders discreetly changed groups when they realised that lack of liaison had put them apart from their clubmates. Eventually everyone had left the start with cries of "Godspeed" and "good luck" echoing in their ears and the promoter and his assistant were also able to leave to follow round the course in the operations vehicle.

Various groups were passed, some of the Eastbourne Rovers had paused early on for a comradely comfort stop but otherwise everyone seemed in control of themselves and their bodily functions. Cob Lane appeared with a beautifully crafted warning sign at its entry, the legend advising that brakes should be tested and care taken on the steep descent. A rider happened to be turning right as the organiser's van approached and she obediently checked her brakes and circumspectly negotiated the hill and the gritty residue at the bottom. Well done that woman. An Eastbourne Rover, we learnt, had taken the instructions too seriously and gone base over apex when his well adjusted brakes stopped him in mid flight. Up the hill, with riders twiddling comfortably in small gears, one or two honking round the bends, and the first checkpoint appeared. But where were the four checkers? Only Ray Prior and David Matthews were to be seen and no, they didn't know where the other two were. What Ray Prior wanted more than anything in the world was to get his van out of the thick mud that he had driven it into. Eventually the cavalry arrived in the shape of a large group of Eastbourne Rovers. Their sponsor needed pushing out of the mud, they were the guys to do it. Several sets of pecs were flexed and the Phoenix wheels spun violently, one Rover was completely covered in black sludge, others had a flattering smattering of mud freckles all over their cheeky little faces, but hey, the van was moving and could be parked in a more suitable position, this time with only two wheels in the mud.



Max Norrell tests his brakes

After that little bit of excitement the organiser and his assistant moved off towards West Hoathly village and just around the corner guess who they could see? Only the missing checkers, Mike Hayler and Den Funnell, flanking another beautifully crafted sign, this time bearing the slogan "E.S.C.A. Reliability Trial. 1st Checkpoint", Den's off roader was parked neatly in a tarmac surfaced car park and the boys sat comfortably drinking coffee on the verge.

Pressing on to the next check at Groombridge, several puncture victims were noted along the way but they all seemed to be managing very well so the organiser decided to leave them to it. At Groombridge station Cedric Pearson and Mike Rabbetts ushered riders into the forecourt where Ron & Marion Ball took the check cards. "Did you know", Marion said casually to the organiser's lady assistant, who was bursting for a pee, "that there aren't any toilets here? I just had to go so I went in that field", and she indicated a wide open space, not a hedge or tree in sight, surrounded by a two bar ranch type fence and visible to any passer by.

Time was moving on so the organiser left checkpoint 2 and made haste to get back to the finish before the first group were due to arrive; he made it in good time to get his office established. Stu Greenway had turned up to volunteer his services and he and Mike Hayler came into their own, collecting cards, moving riders along and encouraging the laggards as they plodded to the finish. The Nomad 'ringer' was out of time but they were never going to win the trophy anyway! All too soon the last rider left East Hoathly for home, only the handful of people booked for the lunch were left, but even then there were four missing. Half an hour or so later President elect, Keith Balcombe arrived with his three clubmates. Ian Essex was definitely not to blame this time, another of the group had misread the course details and led his friends about eight miles off course. Still, it gave Bob extra time to get organised in the kitchen! After a meal made hilarious with lots of spotted dick jokes and other childish humour, it was time to go home, with thanks to Charles Robson for organising yet another successful and enjoyable event. I'll stick my neck out and say "see you next year on November 18th".

KNOCK IT OR LOSE IT

Why is it that Sian usually sits with her back to the wall? Or is it that like Geoff Bloore she is prepared to speak her mind and damn the consequences.

In recent months Sian was told to stop knocking the R.T.T.C., not mind you the local one but the national one! For everyone's information the R.T.T.C. National Committee is supposedly composed of ordinary individuals who are prepared to give up their spare time to help govern our favourite activity that is to say if racing can be anyone's favourite activity! As said previously ordinary people, and so I am assured by the local D.C., cyclists just like you and me. Which is rather strange, I thought they were GOD, they certainly seem to act like it. Time and time again the wishes of the average clubman are ignored, overlooked or over-ruled, not even an apology. Just what provokes this latest knocking (just like the death watch beetle)? Why, it's helmets.

There is already a recommendation in hints to riders that it's a good idea to wear a plastic egg box on your bonce, now they want to make it compulsory. Once the pro-helmet lobby get their feet under the R.T.T.C. table they will be burrowing under the tables of the C.T.C., Y.H.A., L.C.C., A.U.K. and my old club N.C.C.C. It will be all over bar the shouting, everyone, including poor old Mrs. Smith trundling her way down to Tesco's for her eggs and butter will be forced to wear one. Irregardless of the fact that neither B.S.I., Snell or anyone else claims they are of any earthly use in inter-vehicular collisions, you can bet your bottom dollar (I've already spent mine!) It will become compulsory for one and all. Now as vets, many of us already ride slowly enough - I was even overtaken by a young lad riding a BMX in the closing stages of a 50 - to be confused with club riders out for an early morning spin to elevenses. It would be impossible to determine who is racing and who is not. The R.T.T.C. claims this would be for safety reasons, sounds as if they are already supping with the Min of T devil and forget the long spoon. They also claim it will stop legal action being taken against the R.T.T.C. by insurers, the dependents of a dead racing cyclist, etc. They don't like being criticised by coroners and the police either. Hard luck. It's about time the R.T.T.C. took steps to ensure the pernicious helmet wearing crap was countered by hard cyclists facts and if the National Committee don't have the guts for a fight, then why are they claiming to look after our interests?

SAFETY - BAH! What does the R.T.T.C. care about safety? Nothing so far as I am aware provided they can hide behind a smokescreen. Years ago a bell was compulsory in time trials; I was not permitted a start in a North London event once because of the lack of one. The rule was dropped so does that give Mrs. Smith good reason to sue the R.T.T.C. for permitting unsafe practice as she gets knocked down by me riding bell-less under the hour (what a hope)!! Now the rule has been dropped. The R.T.T.C. still permits 'four-up' racing, as dangerous sport as any. A 'two-up' event in Sussex provoked angry criticism from an off duty police inspector, even poor old Geoff got clobbered and he wasn't riding!

Surrey has the worst accident rate in the country, yet neither the local D.C. or national Committee are prepared to warn out of area riders about the danger. Hardly commensurate with so-called safety. A year ago traffic count figures in the Ladies National Championship 10 well exceeded maximum figures laid down by the so-called safety conscious exevutive. What happened?Nothing. The course is still being used same time, same days.

NO. Unless Club members are prepared to knock and knock hard, the day will come when road time trialling will be killed off, due in the main to the actions of those we elect to protect our interests.

ME. I will continue to sit with my back to the wall, especially at local D.C. meetings.



Sian Charlton

Warning for those of a sensitive disposition - the following notes were received from that well known lunatic, William Hickey and we were blackmailed into printing them in return for a promise to attend the 1066 Dinner. We realise this is probably the kiss of death for the function. The editors, the officials of the East Sussex Cycling Association and any other sensible people distance themselves from the opinions expressed and as my mum used to say when people upset me "ignore them Esther and they'll go away!" We advise our readers to do the same! On the other hand, you could say any publicity is good publicity!



WILLIAM HICKEY

Well, I haven't been to any County, Divisional or Association meetings this year since, in reality, they all tend to follow a well tried course of mediocracy. Clearly I didn't miss much at that hardy annual, the London South R.T.T.C. "bring and buy" ensemble. I did glance at their agenda. Again a cobbled up selection of "waste of time" views for discussion dreamed up by personnel who seem to have nothing better to do on a Saturday. I can't get enthusiastic about sitting on plastic seats in an awful school building.

What's new? Another length of road between Hailsham and Polegate is now coned off with a notice saying its going to be like this for the foreseeable future, so once again East Sussex courses are under threat; amalgamation could quite easily eradicate the problem. I suppose in fifty years time when Hailsham is joined up with Eastbourne, the will penny will have dropped.

I have decided to take in the '1066' Dinner in Hastings next year (2001! Tickets £10.50 available now. Ed.) Unfortunately I will have to wait until 2002 for the spoons, however I am sure under Arthur Coleman's watching brief I will survive the Yelton Hotel Experience.

I see Eastbourne Rovers have developed a chronicle format on their placings and times, which is reassuring as they have not contributed much in the past. Are we going to see a similar trend with the Top Gear boys from Uckfield (sorry, In Gear). I understand from Deep Throat (who is at the very heartland of H.Q. Uckfield) that thirty six members have now signed the pledge. Once you have paid an entrance fee of £20 it is obligatory to destabilise your hair, have it bleached a la mode Pantani and hope the hell it doesn't fall out before Xmas. A copy of Vitaligio Sagures clothing set the trend year 2000. I see, however, that that team will lose their sponsorship at year end, is this an omen? However totally splendid in fetching red and white and a hint of some totally unknown sponsors, they were seen sometimes at some Association events, a few Opens and the occasional Surrey League race but were usually D.N.S. (something to do with them being unable to get up in the morning) or has the current directeur sportif insisted on another rinse - who knows? I even had to underwrite an entry fee at a recent Surrey League event for one of their members! So what can we expect from In Gear for 2001? Clearly a change of kit and one or two more sponsors in order to catch up with the Eastbourne Rovers list of "Who's Who" printed on the vests.



The Sussex C.A. Lunch this year promises to be another 'sell-out' affair ably run by the Bike Store partnership, including of course the lovely Vanessa, who I have singled out for "Cook of the Year", a title which I hope will be bestowed on herself this year. Doubtless she will be angling for the obligatory bunch of flowers and a few well chosen words from the Bognor contingent. Guest of honour is the Sussex Nomads' rider, John Woodburn, who is not unfamiliar to Bonk readers. Through these columns John wishes to thank his Sussex club for all the advice, help and all the professional craft which has enabled him to record personal bests for 10 and 25 miles this year, plus a number of veteran and related records.

Now a Year End prediction for 2001, which I call William's Almanac.



The Lewes Wanderers decide to amalgamate with In Gear to avoid further member losses.

Sir Charles will be 68 and will continue to whinge about lack of course measurers, courses and carotene.

The two Associations to merge; the R.T.T.C. South to be disbanded; Preston Park Ltd. to be revamped on a co. share issue to be limited to, and totally administered by, the various members of the Worthing legal firms.

No script of mine should ignore Sir Charles' customary unreliability trial. I see it is again carrying the usual perfunctory constraints with the occasional polite request to be polite, decent and law abiding. Then to cope with the ensuing boring ride he once again eschews the virtues of a totally inadequate pub, with less than friendly staff, who never seem to get the orders correct and continually serve quite the most awful coffee this side of the Dartford toll bridge. How Sir Charles can magic a fine day quite baffles me, is he now a clairvoyant? Virtually all weekends in November are awful. My suggestion for a competent ride is to change the venue to Majorca where we can at least all revel in the weather and the scenery.

Welcome the social season, a flu free Xmas and steady rides to all my readers and dare I forget, a special mention to the Westerley Road Club, in the hope that any subsequent promotions they care to run will be much more of an improvement than the National 10, I can only give them three for effort.



In 2001 we will publish three issues of BONK instead of four; this is mainly because the Spring edition is always low on news and it is dispiriting to badger contributors who are themselves having difficulty finding things to write about. We will endeavour to have BONK ready for distribution to the clubs in April, August and December. The first deadline for 2001 will be March 21st. Details of the reliability trial and entry forms will appear in the August copy and the results will be shown, as usual, in the Christmas issue together with the Championship tables.

BRIGHTON EXCELSIOR C.C.

E.S.C.A. PRESIDENT FOR 2001. We are proud to provide the candidate for the POST this time (there's a joke there somewhere). Our stalwart member, Keith Balcombe "fits the bill" and he was delighted to accept. Good luck in the Hardriders, Keith.

RACING. Our Hillclimb 'up' Steyning Bostal was taken by Mike Murray in 5m01s, followed closely by new member Klaus Tilley in 5m03s. Senior rider Stuart Fahey also did well at the track and Surrey League events at Goodwood. Paul Cook, Ian Essex, Tim Holmes and Dan Maskell also competed well and made their mark. Good to see the spirit of all round competitions by these riders.

12 HOUR COUNTY CHAMPIONSHIP. Karla Notton was our *only* rider in this year's event and upheld the name of the B.E.C.C. with a very worthy 193.243 miles. This gave her second place overall in the ladies category. It takes some courage to embark on such an event. Well done Karla and all the best for future events.

50 in 4. On Sunday, 12th November, eight riders started out from the Red Lion, Shoreham to cover lanes in East and West Sussex (course *caringly* designed by hon. sen. sec. Rick Stringer). Rain at first did not daunt their ego and despite eight punctures, four riders finished the course, namely Ian Essex, Keith Pettifer, Roy Page and Peter Fray. The event finished at the Windmill, Littleworth. There was eventually a rousing group of seventeen members in the bar, and a good exchange of social chat took place.

V.C. JUBILEE. Based at our club H.Q. at Shoreham, two of our lads, Matthew Howard and Jack Howlett. Both did well at Preston Park Track and both won prizes there. Well done and good luck next year.

150 YEARS. It was heartwarming to see Bert Absolom (B.E.C.C. past President, etc.etc. etc.) And Pete Knight, at the meeting after our Hillclimb in October, their combined ages total one hundred and fifty years, still members, **still riding** - a good example to us all. Well done lads and thanks for all your support over the years.

CIRCUIT TRAINING. Training started in earnest on Wednesday, 18th October, well under control with Roy Page (B.E.C.C. Coach) at the helm. On the first Wednesday of the month there is turbo training and performance testing at Adur Water Sports Centre, Shoreham - just over Norfolk bridge on the right - at 8.00 p.m. Why not come along. Non members welcome at £1 per session.

CLUB DINNER. This year's Club Dinner & Barn Dance is at Shoreham Airport Restaurant Lounge on February 17th, 2001. Tickets and info from Dick Jones ☎ 01273 770047.

NEW YEAR'S DAY 10. Why not come along to this event at 11 o'clock on Monday, January 1st, 2001. We use the Steyning course, starting by Wiston pond, and have a good social meeting *in the pub afterwards*.

A TRIP TO HEAVEN (Racing in France by Gusset Burner)

When the Duo Normand was mentioned in conversation at the end of July "Management" said she would love to go (she loves the atmosphere, bored with racing). My ears wag - I start to think quick.

Have not raced for last two seasons though commute seven miles each way every day. The course is 55km, can I cope with that with six weeks to train, who will ride with me? Quick phone call, 'Hi Nicky (a triathlete girlfriend who has ridden tandem with me), fancy a weekend in France with me?'. I explain and she tells me she is up for it, the race on the tandem that is! This all means hasty alterations to the tandem to cope with the more hilly course it is now since I last rode there, I did some longer solo rides and we both did some stints on the tandem in the weeks before.

Meanwhile "Management", bless her, had done all the travel arrangements, accommodation, currency, etc for us to be on the 8am Friday ferry at Portsmouth for Caen, We arrive at St. Lo mid-afternoon and settle in. Olympics are on the TV, what a bonus!



Saturday - windy but nice and sunny all day, we check out the market in St. Lo - lots of local produce, huge cheese section, what a pong! Many stalls with leather goods and trinkets sold by chaps with very dark suntans, I don't think they were local! Later we travel the 12km to Marigny where they are busy getting ready for the race, with barriers and a mini grandstand. A large marquee has been erected in the car park, already in action providing lunches.

'We are too early to sign on so decide to drive round the course. It is more hilly and more rural than the old course but I like a challenge. On our return we are able to sign on, our start time is 11.46 am, very civilized. Thirteen tandems are down to ride. We hang around a while longer to soak up the atmosphere - find a few familiar faces. Chris Davis is there to report the proceedings, along with his side kick Nevil Channing (by the way Val, he sent you his love!).

We return to base where we meet up with the Stella duo Mark and John, whose aim is to win the tandem section (they did and set a new record). With this knowledge and having seen previous times I tell Nicky I will be happy with a 1 hour 30 minutes the next day,

We all go to a restaurant that evening to stoke up with some calories for the race, several other two up pairs were there doing the same,

Race day dawns, weather now overcast, but there is no wind. By the time we set off spots of rain begin to cause us to groan, it gets worse. We arrive at Marigny to be marshalled into a holding park for the following vehicles. Warming up is now the problem. we don't want to get wet! We dither then decide to remove waterproofs and go out race ready. Fifteen minutes was all we had left, feet were soaked at once, traffic hindered our turn in the road to get back for the start, nearly blew it! We climbed on to the start ramp while they were counting us down, lost 20 secs.

Our ride was *almost* uneventful the rain stopped half-way round. One nasty moment left me with a few more grey hairs when the front wheel slipped on a road marking and danced toward the kerb, Nicky clasped my hips suddenly as we approached a very sharp left hander at the foot of a long descent, but I was well in control. The result sheet showed we were in 4th place before we hit the hilly section, 36 secs outside my predicted time gave us 7th place at the finish and a determination to hit some hills for training before next year's event. We covered the whole 55km course without any oncoming vehicle to face, the event was excellently marshalled with gendarmes also present at the major junctions. We looked like we had been mud wrestling at the finish but the teeth grinning through the dirt told of an enjoyable time. if you can go yourselves you won't be sorry - promise.



See you up the road and all the best for 2001.



The Club Member's Tale

I recently read an article in a neighbouring Club's magazine and at the end the Editor exhorted "Do you remember YOUR first time, if you do tell us all about it. Anything welcome". The article in question, in case you're wondering, referred to 'getting under'. Well, I haven't been 'under' for a long time and in fact my first clubrun is imprinted so vividly in my memory that other 'first times' seem rather tame and I'm sure you'll understand why if you read the following story.

It was 1947 and I was fifteen years old. I'd been apprenticed for a year and out of my meagre wages had managed to save enough money for a deposit on a good secondhand bike from the local bike shop. The rest was paid off at a few bob a week and payments noted on a tatty homemade card. The shop was also the unofficial H.Q. for the local cycling club, there was a list of rides and other information pinned up on the door and I decided to attend the clubrun the following Sunday morning. The bike shop man, Charlie, was a great help and told me the drill, impressing on me that they were a friendly bunch and would be pleased to see me.

The meeting place was about a mile and a half from my home and I decided to leave in plenty of time so that I would not be confronted by a mêlée of riders and probably overlooked. In fact I was very early, by about twenty minutes, but even so six young men, four or five years older than me, were already there. They were very nice to me and introduced themselves, Bert and Jim were brothers, Norman was exceptionally tall and spindly, I remember Arthur, George and Dick all had the same make of bikes as mine. I was surprised that they set off almost immediately after I arrived, especially as there was about a quarter of an hour to the actual meeting time of 9.00 o'clock but I went off with them happily. We rode briskly for about an hour and a half and then stopped outside a cottage, the front room of which was equipped as a rather primitive tea room. The lady of the house made us very welcome and served several cups of tea each and huge slices of fruit cake; it was quite a job to get going after that lot! Anyway we made it to a nice little pub after another hour or so's riding and I had a welcome drink and ate my sandwiches with the others. It was great fun in the pub, the others were obviously really good friends but included me in the jokes and I was invited to play darts and shoveha'penny with them. They told me that they wouldn't be going to Club tea as they were off in the morning - on tour I assumed, but they didn't elaborate. I was happy to go home as, although I'd kept up comfortably, I was feeling rather tired and I couldn't wait to tell Mum and Dad about my wonderful day out. Next Sunday couldn't come quick enough! I wasn't quite so early the following week and there was a large crowd at the meeting place but none of my previous week's companions were among them, however I was made welcome and had another very enjoyable day awheel.

I rode regularly with the Club but the six young men never turned up again and I wondered if perhaps they'd come from elsewhere and weren't in fact local cyclists. Then one day we arrived at the little cottage and packed into the front room for our elevenses, it was chaotic, though we all got served eventually but while we were waiting I idly looked at various pictures and photos on the walls. My eye was caught by a photo of six smiling young men, posing with their bikes outside the house. I nudged the lad sitting beside me and asked "Who are those fellows in the picture? I rode out with them the first time I came to meet the Club but I've never seen them since". "You can't have done" he replied. "That photo was taken in 1940, they all joined up at about the same time, three were in the air force, two in the navy and that one" - I interrupted him "Yes, that's George" - he nodded and looked at me oddly and continued, "Yes! He joined the army. That photo was taken the very last time they were together, the very last ride they had, they went back to their various bases the next day and within a year they were all killed and we never saw them again." "But I met them" I insisted. "I rode with them, I can tell you their names" and I pointed to each one and named him. By this time the room was quiet and someone asked where I had been on my very first clubrun. I was able to describe the route, and name the pub, I remembered jokes and stories that had been bandied about. Another member shook his head in disbelief, "That's where they planned to ride, it was their favourite route, their favourite elevenses place and their favourite pub, and they were always telling those tales, they made us laugh till we cried sometimes".

There seemed to be no doubt that somehow I had slipped back through seven years and imposed myself on a very private clubrun; I felt overwhelmingly sad that those six young men never had the chance to cycle again in the countryside and that a sport I quickly grew to love lost so many of its most precious assets. I'm sure you appreciate now why I remember my first clubrun with such clarity! We still use the same meeting place and once or twice I've turned up twenty minutes early but I've never met the six young men again.

S.E.

Southborough wheelers

Following a fairly uneventful racing season we hoped for a full programme of autumn cycling. The endless wet and dreary weather has generally put paid to that and even the regulars on the Sunday lunch pub runs have frequently reverted to using motor cars. Numbers still reach about 8 to 15 so we musn't complain though the beer always tastes better if you've ridden there. However, despite a terrible weather forecast on November 5th a large contingent turned out for the Kent C.A. 100K reliability trial and enjoyed a very pleasant ride with only one short shower. None the less the day did prove to be very eventful. At 15 miles David Watson was knocked off by a reckless rider in the bunch (fortunately not one of our club) and cut his head badly. After patching up bike and rider he was escorted home by brother Peter. At 30 miles Neil Whelan, chasing hard after stopping at the Watson crash, broke his chain and wrapped up his gears. Despite an unsuccessful attempt to shorten the chain he was pushed off towards home by Chris Howard (later to be picked up by his dad). Nick Whitney's call of nature left him alone to go off course and at 50 miles Bill MacNay's puncture guarenteed that 2 more were outside the time limit. It was a bit like the 10 little niggers. Finally only 6 of the 20 entries met the deadline but they all congregated in the White Hart afterwards where the event prudently started and finished.

Gareth Robb made a rare appearance (rare since fatherhood!) to win both the club hill climbs. The one on Kidds Hill caught Peter Watson doing a short course when he saw a small knot of spectators at the top of the last steep slope and turned round only to discover the timekeeper was 50 yards on up the road! The field was decimated by pouring rain for our club event on Yorks Hill but five riders braved the elements - two of them cycling out and back from home to add to their discomfort. Only two riders attempted the open climbs with Doug Bentall doing well in both the KCA and the Bec. Doug also excelled in the Touring Competition where he beat Martin Derham, champion for the last two years, in more rain. This time seven started although some twenty or so turned up at the pub at Platt to see the finish or, more likely, to sample the ale on a dreary day.

Colin Nightingale's bid for a fast 50 in 2000 provided a third disaster when he travelled all the way up to Yorkshire for the event that was cancelled 10 minutes before the start when roadworks commenced on the course. As he turned for the 300 mile drive back he saw the cones being removed as the job was finished!

Ron Hayward presided at the annual "Presidents Lunch" at Underiver where Graham and Ann Seath made their final appearance before moving to the west country. Ron also manages occasionally to ride his trike out to the "Wednesday Wobblers" pub lunches which are the regular stopping places for the Kent VTTA, sometimes supported by some 50 or more cyclists. Luckily most venues are on or near the flat lands between Tonbridge and Ashford. Ron can still turn the pedals provided he doesn't have to go uphill. Half a dozen retired Southborough riders usually make a mid week ride to these meetings.

Saturday runs for juniors and Sunday rides for road racers are just beginning. Let's hope for an improvement in the weather. The last club 10 on a Saturday on the Tonbridge bypass had to be cancelled due to fog!



MID-WEEK SECTION

Appalling weather conditions have curtailed our Wednesday cycling rides but in no way have our spirits been dampened by the wind and rain. At our time of life we know that sunbeams are just around the corner and one little sunbeam shining through the dust motes of autumn has been the promised fuel bonus from the Chancellor of the Exchequer. Although up to three weeks after Gordon Brown's pledge none of us had received this bounty our hopes lifted when George Lillicrap rode into the car park at the Lamb at Ripe with half a tree trunk strapped to his carrier - enough cordwood to fuel his Aga until next autumn! Rumour quickly spread that he had been able to acquire this because of the Government's altruistic gesture and you cannot begin to understand the feeling of despond that befell us when we learnt that he had found the wood by chance at the roadside and he too was still awaiting a cheque in the post.

Having eventually received our money, several of us were able to attend the East Sussex D.A. Lunch at Arlington. This is a do-it-yourself function, the ladies have great fun beavering away in the kitchen and, with assistance from one or two of the menfolk, laying up tables and setting out chairs in the hall. Whilst George slivered a side of salmon on a corner of the servery, Brian Leaney stayed in touch with his feminine side by making tasteful arrangements with the condiment pots and table decorations. Upon finishing their chores Esther & George decided to pop over to the pub, and enjoy a swift half. Intemperately they returned to the hall clutching half a pint of cider and a pint of Harvey's respectively in time to take their seats at the groaning board. At the end of the afternoon *we* were groaning but the board was far from empty - in fact there was enough food left to be shovelled into doggie bags for the 'packed lunch' brigade to keep them in meals for the rest of the week!

We also found ourselves in Arlington village hall in October when about thirty five people enjoyed a slide show and candlelight supper - sausages and mash followed by treacle pudding, especially for Mike Timperley, and a tinny to get everyone in a good mood. An unusual evening but one which everyone seemed to enjoy albeit for differing reasons. Our secretary was most impressed when Les Springett and his son-in-law Ray Gearing produced their own personal potato peelers and proceeded to get stuck in with the spuds.

On December 9th sixty or so cyclists of all denominations - time triallists, road racers, trackies, tourists, together with their families and friends, made their way to St. Mary's Parish Church in Hailsham for the second Cyclists' Carol Service organised by Renie Allcorn. After the service we all enjoyed a lovely tea in the lounge and echoed the hope expressed by the vicar that this will become a Christmas tradition in East Sussex. You will be most welcome to join us next year. Among the people you would have met this year were the ubiquitous Brian Leaney accompanied by his long suffering wife Sheila, Warwick & Joyce Dunford, Les & Diane Hayman, Peter, Ann, Sarah & Tom Baker, Peter Crowsley & Companion (he wanted her to meet some of his classier friends), and Dot Collins limbering up for a series of ninetieth birthday celebrations when the big occasion arrives in January.

Meanwhile, a Merry Christmas to you all and a very Happy New Year.

Baggy Shorts



Lewes Wanderers

A wild rumour which has been sweeping East Sussex over the past few weeks casts doubt on the character of one of our most respected members. It began in November, at our celebratory buffet and prize presentation which marked the 50th anniversary of the club's re-formation. Three of the 76 guests at the Villa Adriana in Newhaven were said to have been present at the inaugural meeting in the Brewers Arms in Lewes in 1950: Mick Burgess, Sylvia Burgess and Sylvia's brother Tony Cornford. "That must mean," said one trouble maker, "that Sylvia was in a pub *while under age!* And her husband was a policeman!"

Thank goodness, Our Sylv has managed to evade arrest over all those years, although mention was also made at the celebrations of her tendency to take young, slim firm-bodied cyclists into her home for "remedial massage."

Others who were part of the ESCA scene in the 'fifties and/or the 'seventies were also at the Villa Adriana. They included Dave Marsh, first Wanderer to get under the hour (59-31) in 1953; John Cox, who won the ESCA 12-hour in 1957; Tony Andrews, one of our best all rounders; and two hard workers of that era - Eddie Wright and Jack Goldstein. But the star "old timer" of the evening was someone who qualified for a BBAR certificate before the second world war: Peter Sharp. Committee meetings of the Wanderers and the BCF are regularly held at Peter's house in Kingston (with tea and biscuits) and he's a willing helper in many events; but that didn't prevent his being cruelly subjected to a "This Is Your Life" examination. As consolation he ended up with a bell (to keep him awake when timekeeping), a copy of Chairman Mao's Little Red Book and a box of biscuits. Oh yes, and one of the policemen he defied at a CND demo. also put in an appearance.

From our more recent past there was Gary Sims, who made his reputation in the 'eighties as a roadman and general terroriser in clubrun sprints; and Matthew Rabbetts, back in the United Kingdom after a few years in Canada followed by a backpacking tour of South America. He's now a solid citizen of Rotherham, in South Yorkshire.

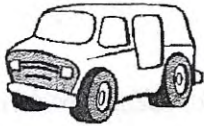
Pete Baker almost swept the board at the prize presentation...He seems to be grooming his children to follow in his footsteps: Sarah (11) has done some circuit racing and beat evens in the Redmon 10 (yes, yes, I'm aware of RTTC Regs. She was on the back of her Dad's tandem. We also have high expectations of Mark Burgess after another successful track and cyclo-cross season; Mark Winton has done well as a road man; and a first-year time triallist, Darren Riding (already under the hour for a '25' - should be springing a few surprises next season.

Our tourists have been pretty active, too. Phill King rode from Land's End to John o'Groats fuelled by huge cooked breakfasts and pints of McEwans. When he stopped at a B&B farmhouse he came across the farmer's wife (so to speak) sunbathing topless. His other excitement was finding himself in desperate trouble on the 101 miles from Castle Garrock to Edinburgh. The full account of that day is elsewhere in "Bonk". Others got their thrills on the Continent. Eight completed the 137km. Ronde Picardy, based on Abbeville; they included Mick Burgess, who is supposed to be handicapped with a heart condition yet managed about 100 miles all told on that day. And even Steve Chittenden, a self-confessed fat boy, followed in the tyre tracks of his hero, Johan Museeuw, to successfully ride the route of the Tour of Flanders: 12 hard cobbled climbs in 70km. As Steve says, if you want a good few days riding a bike with a challenge, try one of the many organised events in France or Belgium, where the motorists' attitude to cyclists is much friendlier and the roads are much quieter.

Steve and other super-fit tourists will have another opportunity to mitigate the effect of too many chips in the **Lewes Wanderers Reliability Trial** on Sunday, January 28th. It starts at 8.30am (for 100km) or 10am (50km) from Chailey Parish Hall, South Chailey. The hall opens from 8am. Graham Jeffs, who's organising it, says that those who found last year's event less than challenging will have a treat in store. His telephone number is 01892-664898.

To end on a disappointing note: We have lost Andrew Razzell to domesticity. A few months ago he did the decent thing by Kirsten Bettge and married her. They appear blissfully happy, but hardened cyclists will recognise the awful signs when I say that they are having an extension built on to their house. What's more, at his wedding reception he refused to use the speech which some of his fellow club members had written for him. "The Aunts," he said, "wouldn't approve."

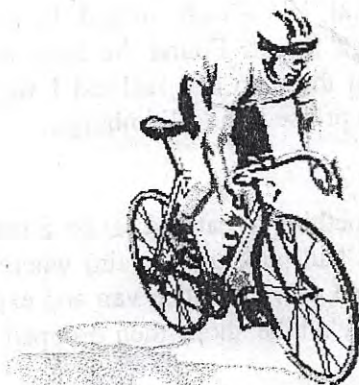




AVAILABLE SHORTLY - The ideal vehicle to carry your bikes **inside**, secure and out of the weather, upright, complete and ready to ride. Converted Vauxhall rascal van, with two easily removable rear seats and with tracks on the floor for wheeling the bikes into place. Takes one bike with both back seats fitted, three bikes with one seat removed, four or five bikes with both seats out. Thoroughly maintained to maker's schedule and all going well. Tax (£100) paid till end of october; M.o.T. certified till November. Plenty of life in the tyres - two almost new.

Further details or arrangements to view: Jack Dunn ☎ (01825) 732166

LEWES WANDERERS RELIABILITY TRIAL



January 28th 2001

H.Q. Chailey parish hall which is open from 8.00 a.m.

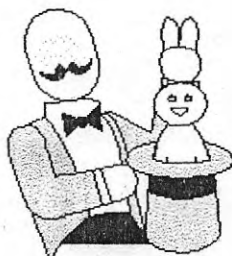
Entry Fee £3.00 which includes a drink at the finish

100km starts at 8.30 a.m.

50km starts at 10.00 a.m.

For more details contact:

Graham Jeffs ☎ (01892) 664898



CLOSING DATE FOR THE NEXT ISSUE OF
BONK
IS MARCH 21st 2001

Some days, nothing seems to go quite right.

Phill King of Lewes Wanderers had a virtually trouble-free ride from Land's End to John o'Groats. The exception was the 101 miles from Castle Garròck to Edinburgh.

Beautiful morning, breakfast in conservatory. Quite easy riding, a bit rolling then after about 20 miles as I braked there was a thumping from the rear wheel, stopped to investigate and discovered the rear rim had split for 2-3 inches. Let the rear brake right off and reduced pressure in the rear tyre. Continued gingerly but had several punctures where inner tube was chafing against broken part of rim. Tried putting some heavy grade polythene between rim and inner tube, managed a few more miles then punctured again.

By this time I was near Eskdalemuir in a beautiful valley, bright sunshine, rushing river, bird song etc, so life didn't seem so bad. I pushed the bike for about 5 miles then found a plastic mineral water bottle (first time I've been happy to see rubbish) and cut a section out of it to put between tyre/inner and rim. This did the trick, I continued very slowly and carefully, avoiding all bumps/holes/stones etc. At about 20:00 I got to the Tussielaw Inn and thought it would probably be my only chance for something to eat, so stopped for a lasagne.

Left about 21:00 and headed for Peebles. I had thought about staying at the Tussielaw Inn but I knew I had to get to a decent bike shop first thing on Monday to get the wheel fixed so decided to continue on to at least Peebles. Arrived at Peebles around 23:00, had a walk around the town but everything shut except for a couple of rowdy bars in the High Street. Found the bike shop but wasn't confident they'd be able to sort me out. I had a look at the map and realised I was about 30 miles from Edinburgh, it was a moonlit night, quite warm, so pressed on to Edinburgh.

Edinburgh-Inverkeithing: 15 miles

Arrived Edinburgh about 02:00. Found an all night shop for something to eat and sat on a wall until daylight about 05:00. Set off walking towards Bruntsfield (tyre had punctured again) where a taxi driver had told me there was a big bike shop. On the way flagged down a police van and explained situation, they put bike in the van and gave me a tour of the city's bike shops then dropped me by an early morning greasy spoon for breakfast.

Sat in park and watched Edinburgh go to work then straight into Edinburgh Cycle Co-operative when they opened at 09:30. Left bike there and went to public baths for a shower and change, back to bike shop where I had to buy a new wheel and tyre. That fixed I went to the launderette and got on the road about 12:30.

As I crossed the Forth Road Bridge it started raining really hard so decided to go to B&B in Inverkeithing. Booked in about 14:00 and went straight to bed asking to be woken for evening meal at 18:30. Quick walk to Inverkeithing town centre for cash machine and then back to bed again.

SOCIAL CALENDAR 2001

Sunday January 14th

E.S.C.A. LUNCH

ROEBUCK, LAUGHTON

£11.50 12 FOR 12/30 P.M.

Saturday FEBRUARY 17th

Brighton Excelsior Dinner

Shoreham Airport Lounge

Dick Jones 01273 770047

Saturday January 27th

Fellowship Of 1066 Longmarkers Dinner

YELTON HOTEL, HASTINGS

Friday February 2nd

Sussex Nomads

Preston area of Brighton

Sunday February 4th

V.T.T.A. Surrey/Sussex Lunch

Wickwood Country Club, Allbourne

EAST SUSSEX CYCLING ASSOCIATION - 2000 B.A.R. RESULTS

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

| | | <u>25</u> | <u>50</u> | <u>100</u> | <u>Av.mph</u> |
|----|---|-----------|-----------|------------|---------------|
| 1 | STEVE ELMS In-Gear RT | 54-13 | 1-55-45 | 3-56-23 | 26.323 |
| 2 | STEVE DENNIS East Grinstead CC | 54-31 | 1-53-35 | 4-18-48 | 25.704 |
| 3 | ANDY PAYNE GS Stella | 59-21 | 2-03-58 | 4-10-25 | 24.478 |
| 4 | HARRY FEATHERSTONE Eastbourne Rovers CC | 1-00-22 | 2-06-03 | 4-32-08 | 23.565 |
| 5 | PETER BAKER Lewes Wanderers CC | 1-02-15 | 2-04-30 | 4-36-56 | 23.286 |
| 6 | JAY CHISNALL Brighton Mitre CC | 1-03-02 | 2-14-41 | 4-32-12 | 22.705 |
| 7 | PETER PRICE Lewes Wanderers CC | 1-04-20 | 2-16-21 | 4-39-59 | 22.249 |
| 8 | LES ROSS Central Sussex CC | 1-06-33 | 2-17-07 | 4-48-50 | 21.730 |
| 9 | HORRY HEMSLEY Lewes Wanderers CC | 1-10-50 | 2-31-08 | 5-08-00 | 20.169 |
| 10 | LES HAYMAN Southborough & District Wheelers CC | 1-09-42 | 2-22-51 | 5-43-28 | 19.997 |
| 11 | CHRIS PARKER Hastings & St.Leonards CC | 1-14-06 | 2-37-13 | 5-50-10 | 18.820 |

TEAM: 1 LEWES WANDERERS CC P.BAKER, P.PRICE, H.HEMSLEY 21.901

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

| | | <u>25</u> | <u>50</u> | <u>100</u> | <u>+ mph</u> |
|---|--|-----------|-----------|------------|--------------|
| 1 | HARRY FEATHERSTONE 67 Eastbourne Rovers CC | 1-00-22 | 2-06-03 | 4-32-08 | 5.834 |
| 2 | PETER PRICE 57 Lewes Wanderers CC | 1-04-20 | 2-16-21 | 4-39-59 | 3.153 |
| 3 | HORRY HEMSLEY 66 Lewes Wanderers CC | 1-10-50 | 2-31-08 | 5-08-00 | 2.305 |
| 4 | LES HAYMAN 67 Southborough & District Wheelers CC | 1-09-42 | 2-22-51 | 5-43-28 | 2.266 |
| 5 | PETER BAKER 42 Lewes Wanderers CC | 1-02-15 | 2-04-30 | 4-36-56 | 1.933 |
| 6 | LES ROSS 43 Central Sussex CC | 1-06-33 | 2-17-07 | 4-48-50 | 0.536 |
| 7 | CHRIS PARKER 44/45 Hastings & St.Leonards CC | 1-14-06 | 2-37-13 | 5-50-10 | -2.163 |

TEAM: 1 LEWES WANDERERS CC P.PRICE, H.HEMSLEY, P.BAKER 7.391

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

| | | <u>10</u> | <u>25</u> | <u>50</u> | <u>Av.mph</u> |
|---|------------------------------------|-----------|-----------|-----------|---------------|
| 1 | LISA THOMPSON In-Gear RT | 26-07 | 1-05-55 | 2-12-49 | 22.773 |
| 2 | ANGELA NAINBY East Grinstead CC | 25-57 | 1-07-48 | 2-19-11 | 22.266 |

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

| | | <u>10</u> | <u>25</u> | <u>Av.mph</u> |
|---|--|-----------|-----------|---------------|
| 1 | MARK BASHFORD East Grinstead CC | 23-17 | 58-34 | 25.691 |
| 2 | ROBERT MORRIS Hastings & St.Leonards CC | 25-46 | 1-05-55 | 23.021 |
| 3 | TIM WINKLEY East Grinstead CC | 27-48 | 1-14-47 | 20.821 |
| 4 | CHRISTOPHER MERRITT Hastings & St.Leonards CC | 30-21 | 1-19-20 | 19.339 |

EAST SUSSEX CYCLING ASSOCIATION RACING PROGRAMME 2001

- | | | |
|--------------|---|-------------------------------------|
| 4th March | Hardriders 66 Wilton Avenue, Hampden Park, Eastbourne BN22 9HY | Graham Lade, ☎ 01323 509408 |
| 8th April | Two Up 25 Chieveley Drive, Tunbridge Wells, Kent | Les Hayman ☎ 01892 532073 |
| 22 April | 10 Miles 24 Saxon Road, Steyning, West Sussex BN44 3FP | Mrs. Val Stringer ☎ 01903 815685 |
| 23 April | 25 Miles 31 Ashford Way, Hastings TN34 2HG | Rob Dixon ☎ 01424 711376 |
| 17 June | 50 Miles 22 Juniper Close, Durrington, Worthing, Sussex BN13 3PR | Andy Hinton ☎ 01903 264730 |
| 15 July | 100 Miles 44 Parkway, Ratton, Eastbourne, Sussex BN20 9DX | Mike Hayler ☎ 01323 505130 |
| 15 September | 10 Miles 9 Honeywood Road, Horsham, West Sussex RH13 6AE | Tony Cook ☎ 01403 251751 |
| 16 September | 25 Miles Ladymead, Snowhill, Crawley Down, Sussex RH10 3EE | Richard Blackmore ☎ 01342 713272 |
| 7 October | Lewes Wanderers 2 up G.P. de Gent. 15 Millbrook Road, Crowborough, Sussex TN6 2RT | Horry Hemsley ☎ 01892 662712 |
| 5 August | Kent C.A. 12 Hour incorporating the V.T.T.A. Championship 12 Hour Visit our website at www.kca12hour.com for course details and details of entrants so far - first entry received 8th December 2000! Event secretary - Esther Carpenter ☎ 01424 751581 | |
| 15 July | After the 100 there will be a grand jamboree at Upper Dicker Village Hall. The new President will provide a barrel of beer for starters. See next Bonk for further details | |

TONY PALMER (Worthing Excelsior CC)
YOUR PRESIDENT FOR THE MILLENNIUM YEAR 2000

I was asked to pen a picture of our Club President Tony Palmer, who for this year is honoured to be the President of the East Sussex Cycling Association, but I'm no artist . . . although, wait a minute we did have a cartoon, a caricature, in our own Club Magazine a while ago ah yes! Here we are 1992. One of our members, Mike Poland, kept calling him Stalin because of the moustache and arranged for his daughter to produce the 'likeness'. Uncanny isn't it?

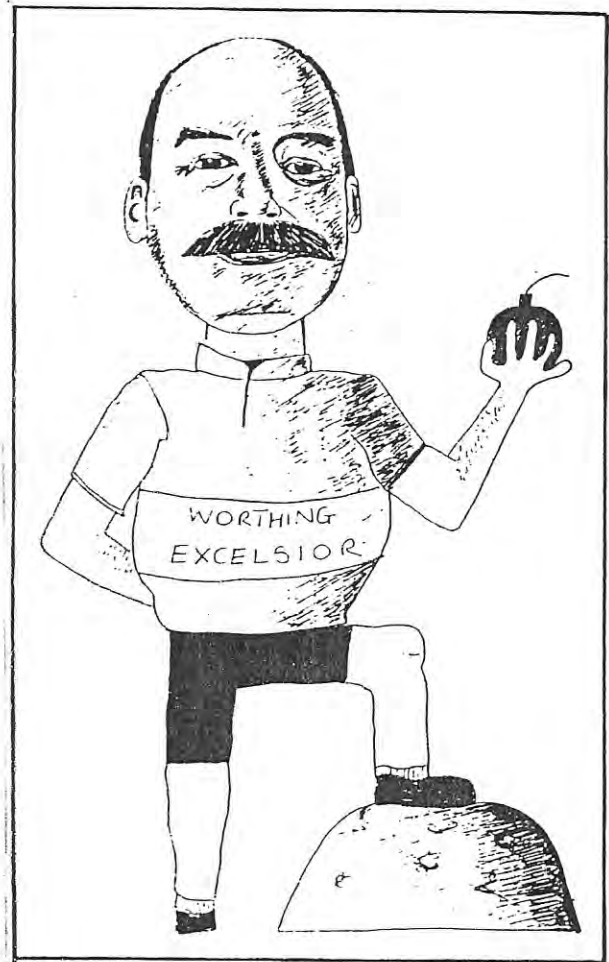
The likeness though is only skin deep for Tony is no dictator, well, except when it comes to selecting the Menu for our Club Dinner, but that's something of an 'in joke' in the Worthing. He's a very gentle person of a kindly nature with a very dry sense of humour, meaning that he has that wonderful ability to sound nice while really taking you apart. He's been on about my rubbing mudguard (I can't even hear it) for so long that he should never have allowed me to write this.

He's always willing to help and has turned his hand to many jobs within our Club, promoting and officiating. As you can see from his left hand he does a bit of time keeping, although he is now proficient in the use of a 'time-piece' rather than the depicted 'time-bomb'.

He is the organiser of our club runs which are regularly attended every week of the year, and is our current Tourist Champion. He has a tremendous knowledge of the lanes of Sussex -East and West and is always our scout and guide for the ESCA reliability trial. It

was his absence last year that saw two from WECC shamelessly following Messrs Burgess and Hemsley into a café !

Hailing from Brighton – in fact he still hails from there – Hollingdean- right at the top of some jolly great hill – unless you can make it across the golf course from the north, he started club cycling in 1960 with the Lewes (now we know we've got Mick Burgess to blame). He was a regular at time trials with Lewes, then Worthing until 1991 when he decided others should be given a chance. It is probably less well known that he also rode the track and performed well in road races with one win to his credit. The Hardriders 2000 will have heralded his return to the racing scene, and he's been in training for some time. One thing is certain Tony is a 'plummetter' of 'enormous' ability, no one can come



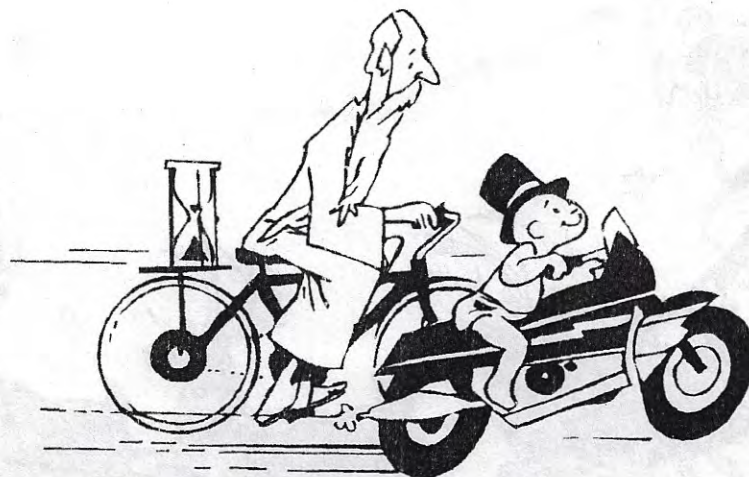
near him on descents, so the hardriders course could be halfway to suiting him – the other halfwe're less confident about.

Tony's cycling now is mainly limited to weekend rides and the occasional weekend away. Plus he's managed a few trips with a CTC group to the Costa Geriatrica which he insists is very mountainous and rumour has it very liquid as well. In '98 he dived off to Ireland to see the Tour and pay his respects to Ballykissangel, and the Guinness factory. He has toured in many parts of the UK and in France and Belgium. You can probably sum up Tony's cycling by describing it as 'enjoyment intensive'.

He's a very sociable guy and is good company, in fact he should be a very suitable Pressy for the East Sussex CA and we commend him to you.

Don

At the beginning of the year we received the foregoing article about our 2000 President. We apologise for not using this at the appropriate time but as Tony Palmer finishes his term of office we're sure you'd like to read about him. Thank you Tony for being such a genial President and we hope you've enjoyed the past year.



MAUREN'S CHOICE

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On my dresser in the tea room you will find a varied selection of stock ranging from Barleycup a coffee substitute which consists of wheat, barley and rye, or if you prefer other coffees that I stock including Dandelion and Teccino coffees.

