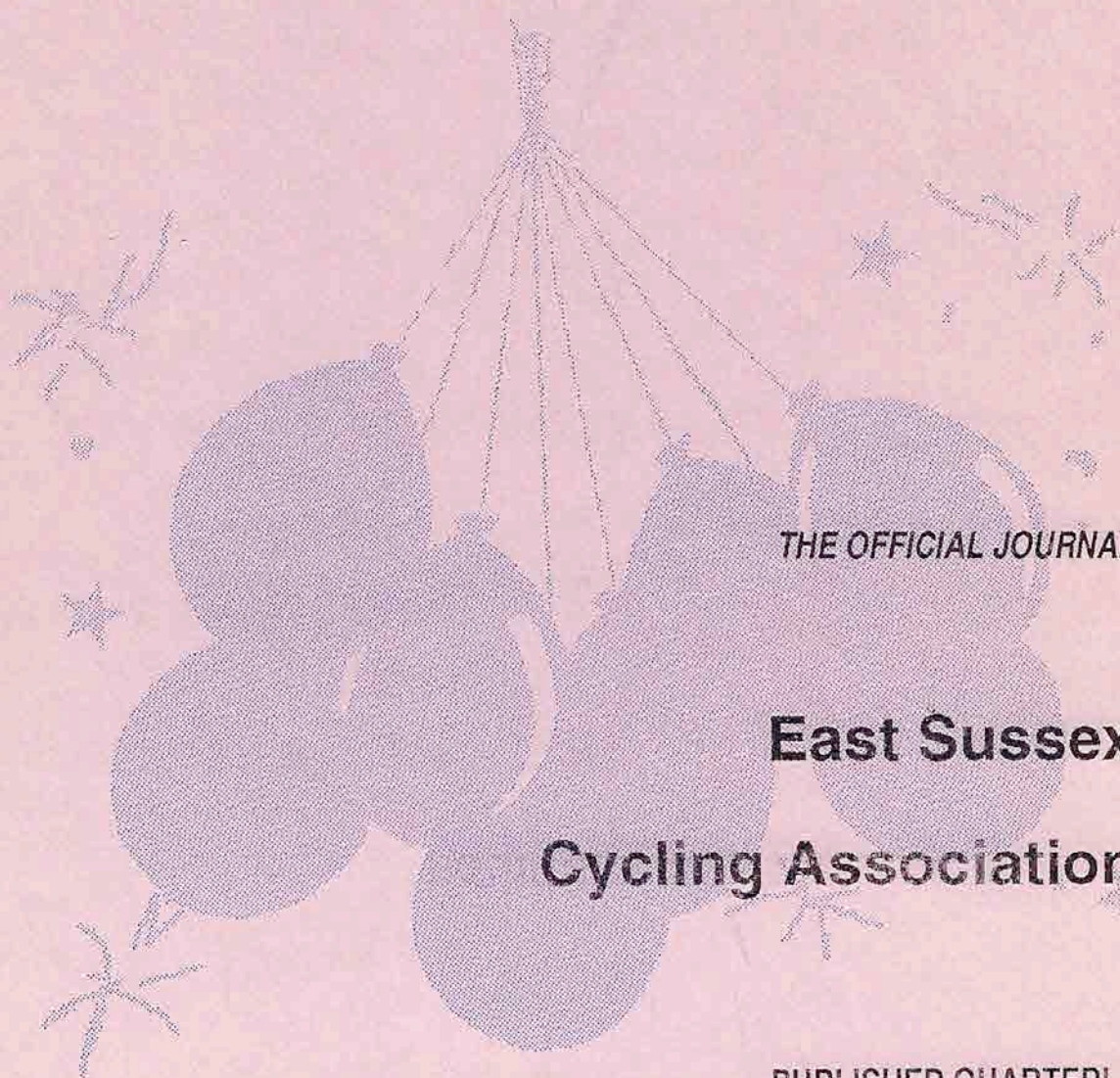


BOMK!

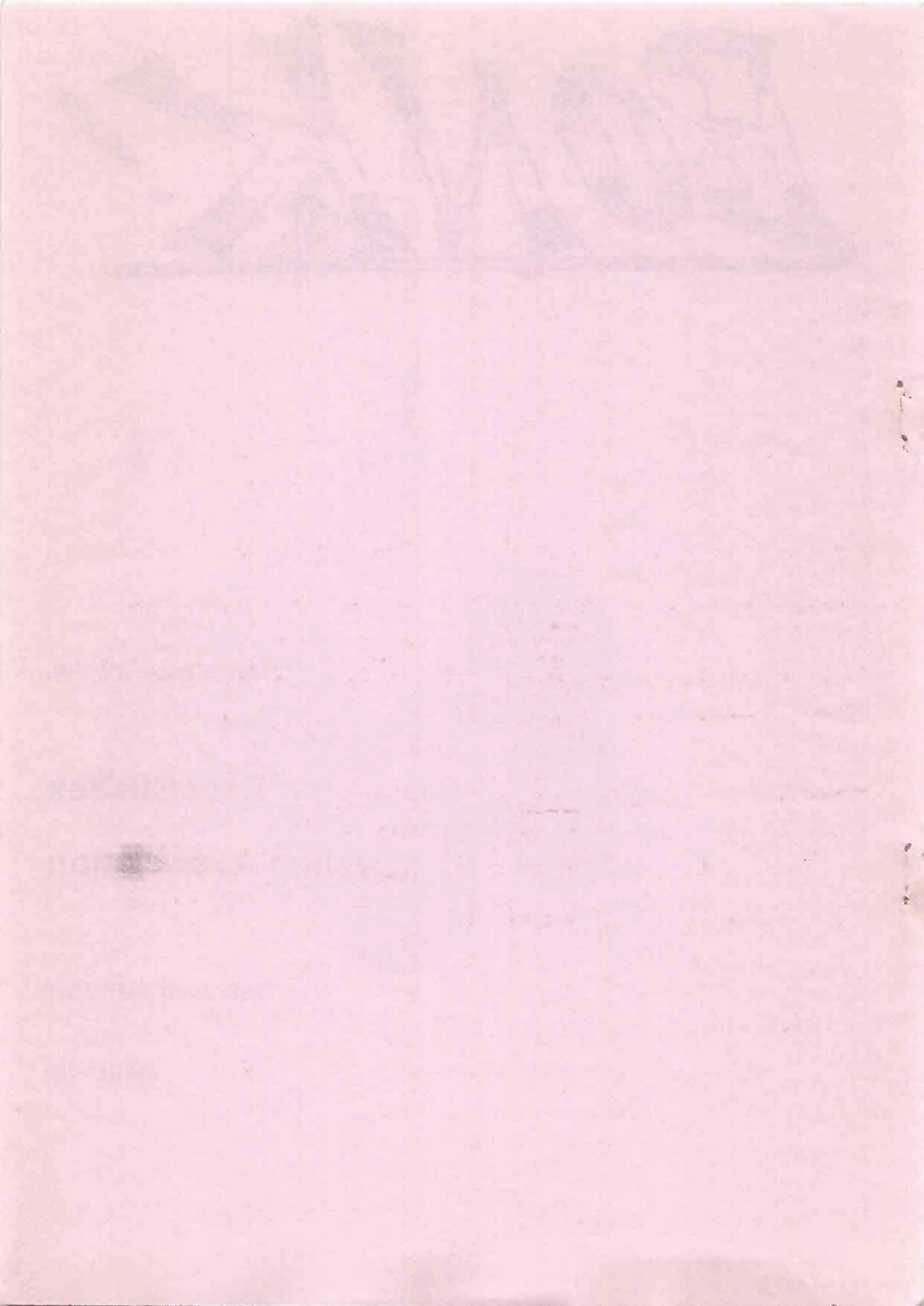
The title 'BOMK!' is rendered in a large, bold, black, stylized font. The letter 'O' contains a silhouette of a cyclist riding a road bike. The letter 'M' is also stylized, with a small silhouette of a cyclist integrated into its right vertical stroke. The exclamation point is large and solid black. The entire title is set against a light background.

THE OFFICIAL JOURNAL

**East Sussex
Cycling Association**

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EAST SUSSEX CYCLING ASSOCIATION

-oooOooo-

President Dave Stokes

New Series No. 62

Christmas 1992

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EDITORIAL

Another year has flown by and by the time you read this we will have held the Association's A.G.M. and will be looking forward to the Annual Lunch on January 10th.






At the beginning of the season we had a nasty few weeks when Roy was ill and unable to cope with his usual Summer workload. It was quite a relief to learn that he was at the Tunbridge Wells Town Centre Races and he now says that he feels better than ever. Let's hope he's right. Another invalid has been Reg Porter and we have missed seeing him and Maureen at the events. It's easy to take people for granted but we have a number in East Sussex who are irreplaceable and Roy, Reg and Maureen are among them.

Stan Shirley is another whom we should thank for the work he puts into producing the results of the Points Competition and the fruits of his labour are at the end of this issue.

Celebrations are very much in order for that tiny little Club from the Brighton area. Yes, this year the Sussex Nomads provided the ESCA Supreme Champion. Congratulations Peter Cauldwell for winning the Best All Rounder Competition. At the other end of the scale, the enormous Lewes Wanderers C.C. produced the Ladies Champion and Heather Stevens' name joins Iris's on the Rix Trophy. Young Stephen Comben will take the Junior B.A.R. Trophy home with him from the Prize Presentation. We will look forward, too, to applauding the other Trophy winners, Robert Parker, Andy Seltzer, Leigh Fanner, Sarah, Dan, Kevin & Steve.

With thanks to everyone who has contributed to yet another successful year for the Association we also send best wishes for a Merry Christmas and a Happy New Year to all BONK readers.

Maurice & Esther



SUSSEX NOMADS RELIABILITY TRIAL 17th JANUARY 1993

WHERE TO START: HASSOCKS FOOTBALL CLUB off the A273 (.25 mile north of Stone Pound crossroads)

THE COURSE (approximately 50 miles):

Start in *CAR PARK*. On leaving the H.Q. turn right and ride up to the traffic lights on the B2116. Left here, continue through HASSOCKS, KEYMER and DITCHLING COMMON crossroads. Straight across here and follow the road round past Half Moon pub and to junction with A275 at Offham. Left at this junction. Up through SOUTH CHAILEY to NORTH CHAILEY where staggered crossroads with A272. Right .. then sharp left ..back onto the A272. Continue on the A275 through DANEHILL, CHELWOOD GATE to junction with A22. Continue north, joining the A22 but take first lane on the left. This should take you through SHARPTHORNE, WEST HOATHLY and SELFIELD COMMON to join the Turners Hill/Lindfield road just south of Turners Hill. Right here and continue northwards to TURNERS HILL; up to the junction at top of the hill, then left on the B2110 to the junction with B2036. Turn left, and then immediate right back onto the A279. Cycle past the A23 slip road and take first lane on your left towards Warninglid. Continue down lane and straight across at the crossroads. When you reach Warninglid and crossroads with the B2115 ride directly across and continue along the lane. You will reach a fork in the lane; here take the *left* fork and continue along the lane, carefully following signs for Wineham ... straight when you reach the A272. Cross straight over and continue through Wineham. Over the River Adur until you come to a junction with the B2116. Left onto the B2116 and take this round to ALBOURNE, where turn right at T junction with old A23. Then left at traffic lights to HURSTPIERPOINT. Continue to roundabout in the middle of HURSTPIERPOINT, where straight on and out to POUND HILL crossroads. Turn left onto B2116 and make way back to *headquarters car park*.

THE CHECK POINTS:

Each starter will be given three numbered checkcards. The checkcards must be carried whilst riding. There will be THREE checkpoints.

Checkpoint '1' will be at DANEHILL, where you will give check card 1 to the checker.

Checkpoint '2' will be at WARNINGLID where you will give check card no 2 to the checker.

Checkpoint '3' (the final one) will be at the FINISH AREA where you will give check card no 3 to the Timekeeper and he/she will record your time.

It is your responsibility to give your check cards to the checkers around the course. If you fail to do so you will be disqualified (unfortunately) *SO PLEASE HAND THEM IN.*

YOUR PRIZE FOR FINISHING (ON TIME!):

Your PRIZE will be a CERTIFICATE sent to you by post, provided you have given in the correct check cards at all three checkpoints.

COST:

Entry will be on the line .. so you only have to turn up. The COST is £1.00 (very cheap) and includes a free cup of tea.

TIME OF START:

YOU decide which of the three groups you wish to ride with according to the speed you choose to complete the course in. These groups are:

Group 1. *in* 3hrs. 35mins *ave.speed* 14 mph *start time* 9.00 am *arrival time* 12.35 pm

Group 2. *in* 3hrs. 7mins *ave.speed* 16 mph *start time* **

Group 3. *ave.speed* 18 mph *start time* **

** Times depend on number of riders.

GASTRONOMIC DELIGHTS:

Refreshments will be at the Football Club after the ride (there will be a small charge).

CROSS-AMERICA WANDERERS

James Benning and Matthew Rabbetts of the Lewes Wanderers have recently completed their cross-America ride from Pacific to Atlantic. They left Westport, Washington, on August 26th and finished the ride at Long Branch, New Jersey, on September 30th, having ridden 3526 miles. To get there they climbed over three mountain ranges, did 1000 miles in seven days across the Great Plains, rode through four time zones and traversed 11 states (including Ontario, Canada).

An average day began soon after 8am and finished between 6 and 7 pm, depending on the distance and which way the wind was blowing. They had a total of five days off the bike, therefore giving an average daily mileage of approx. 116. The 152 miles from Stanley to Fessenden, in North Dakota, were the most in one day. Weather conditions varied from 90deg.F. heat during the first few days to cold frosty mornings through Ontario. Fortunately only three half-days of rain were encountered but unfortunately it didn't just rain - it poured.

The highest elevation was Logan Pass in the Rockies at 6648ft. but the hardest climbs came right at the end, with the excruciatingly steep ridges of the Allegheny Mountains - part of the Appalachian chain. High-spots of the trip (apart from the finish) included the stunning climb of Logan Pass (Alpine scenery at its best) and the sensation of being blown along at +30mph across the Great Plains of Montana and North Dakota. Contrasted with this was sitting in a dingy cafe the very next afternoon with 70 miles still to do into a mind-numbing head-wind, with absolutely no scenery. There were never two easy days in succession, especially across the Plains.

Both riders bought purpose-built bikes for the trip: James a pink Roberts and Matthew a red and white T.J.Quick. Each had triple chainwheels and an eight-speed block. James had 28-38-48 rings with 28-14 on the back and Matthew 32-42-52 and 28-14. Luggage consisted of two rear panniers each and just one handlebar bag for passports, cameras etc. The ride was almost entirely self-financed. Flights cost £400 each, bikes approx. £1000 and food/accommodation £850+. The only help in the UK came from The Bike Store in Worthing, who very generously donated a pair of AguSport cycling shoes. These were worn all day and all evening. They proved very comfortable and are definitely recommended.

The environmental organisation Friends of the Earth will benefit from the many sponsorship pledges received. But this had its problems. The Tourist Board at Westport had offered transport from Seattle Airport to the coast, 120 miles away, and free overnight accommodation. At virtually the last minute it had to back down because of pressure from county commissioners and local logging interests who mistook Friends of the Earth for an eco-terrorist group. The area's Chamber of Commerce stepped in with its own offer of hospitality and saved the day.

DIARY OF A CROSS-AMERICA CYCLIST - Part I

Tuesday, August 25 - Heathrow security men made us open bike boxes (designed and built by James). Many screws, long job. Hardly looked inside. Steward on plane: "Look out for Nazis in Idaho!" Eleven-hour flight to Seattle (hot and sunny - 80deg.F.) Met by three girls with Range Rover-type vehicle, bike boxes on board, +2hr. drive to Chateau Westport. Room with view over ocean and sunset. Dinner at Sourdough Lil's on the house - seafood

platter and very strong local beer - more like barley wine. Bed by 10.15pm (6.15am UK time) very tired but hard to sleep.

Wednesday, August 26 (Westport to Olympia, WA) - Up at 6am - at dawn - blue skies. Bikes unpacked, no damage. To breakfast at Rio's Uptown Restaurant with dozen others in welcome organised by Chamber of Commerce, including local attorney. All at Westport embarrassed at county commissioners linking us with eco-terrorists. Wouldn't show us newspaper articles about it! Back to Sourdough Lil's - Crowborough pennant framed, loads of pictures. Carried bikes 200 yards over sand to Pacific Ocean - James' feet wetted by wave. Two locals joined us for start of ride but had to walk over bridge. Newspaper interview and photographs and meal with tourist board man, again on the house. Very hot, busy roads. Through Olympia (good view of Mt. Rainier) to pricey Super 8 motel in Lacey. To ice-cream parlour for massive scoop of pecan butter ice-cream \$1.25! Bed by 10.30 - backside bit sore. MILEAGE: 77.

Thursday, August 27 (Olympia to Monroe, WA) - Left at 7.55am. Very busy roads through Seattle's suburban sprawl. Motels with "Free Hot Movies"! Dodgy going over junctions. Very hot after 4pm. Past exclusive mock-Colonial housing estates - bit gutty. Climb and descent to river valley - became very pleasant - dairy farms and views of mountains. Quiet all way to Monroe at 6.30. Great end to day. Mexican meal, then karaoke bar. MILEAGE: 107 (running total 184).

Friday, August 28 (Monroe to Marblemount, WA) - Coffee and cakes at stall outside motel. Took long time to do 27 miles to Granite Falls. Has feel of frontier town about it. Breakfast at Ike's Drive Inn - lots of trucks going through town. Onto back road to Arlington, approaching N. Cascade mountains. Asked two lads the way. Hadn't heard of Greg Lemond. "Wow, you're gonna kick some ass" - chewing tobacco, spitting. Then main road, hills on either side becoming tree-lined ridges, then into more jagged peaks - Mt. Whitehorse - glacier on top. Stopped for drink at Ike Godsey (Waltons) type store - three smelly farm lads in there. Valley road all way to Rockport - mountains towering above, river by side - through trees - very quiet and fast tail-wind. Stopped at Rockport store for ice-cream and soda - seat overlooking mountains. Stink from petrol pumps - incredibly fat boy in all-in-one red outfit - grotesque. For supposedly most "developed" country in world, U.S. seems incredibly backward - ultimate consumer society. Attractive girl at Granite Falls diner seems only exception; of five women seen at Rockport, all overweight. Seems odd to ride on roads looked at for so long on maps at home. Valley road to Marblemount, there by 6.15. Log House Inn, cheap, basic, towels not ultra-clean. To alternative American restaurant - even vegetables on menu - good. MILEAGE: 96 (RT: 280).

Saturday, August 29 (Marblemount to Twisp, WA) - Two bowls of porridge at restaurant, then left 8.45 on flat road (trees and river) at first, then two-mile steep climb through short tunnels - down to dam - two or three steep climbs around lakes - levelled out, then began steady climb. Stopped for muffins, left from breakfast, then steep four miles to Rainy Pass; one mile down and final four miles up to Washington Pass (5500ft.) - no food at Info. Centre - very hungry but fast downhill to Mazama - just one store, had loads of cakes etc. outside. Flash car stopped: "Where's the Downtown?" Had climbed from 10am-3pm to top of pass - cold descent - flat along Methow Valley - hills more treeless, semi-desert. Felt more hot and stuffy this side of hills. Scenery over Cascades disappointing - no incredible views, etc., but could see glaciers. Winthrop theme Western town - very busy, touristy - into Twisp. Methow Valley Inn B&B - very friendly - share Queen size bed! Given Gospel booklet by New Age Christian at inn; young daughter (aged six?) entered room with more while cleaning teeth: "Hey, here's something for you to read!" MILEAGE 100.5 (RT: 380.5)

Sunday, August 30 (Twisp to Wilbur, WA) - Breakfast at 8 - lovely scrambled egg, walnut pancakes and sausages - all sitting together - met Keith and wife from Seattle - nice couple: "Why aren't you wearing helmets?" She didn't know why she wore one. Didn't leave until 9.45 - much too late as 113 miles to do! Followed Methow Valley to Pateros - ok at first then gutty as wind against. Trees becoming fewer and fewer. Stopped for pear at stall - this is fruit area - and over Columbia Rover to Bridgetown, very rough and hot. Lots of Mexicans here for fruit. Friendly bloke in diner offered to mend bikes if need be - bought him a coffee. Past dam and onto climb up to plateau - instantly desert-like away from valley - nothing for 36 miles bar a road junction at 16 miles - farmers eking living out of soil with minute areas of land put to wheat. Climbed for at least 20+ miles then up and down until steep descent past Coulee Dam to Grand Coulee by 5.40. 'Fifties style diner - pull up and order through phone. Ice cream and coffee - felt ill after. Left 6.15pm - mega 3-4 mile climb from dam - spots of rain and getting dark - onto wheat prairieland - road stretching for miles. Fast from top. Got to Wilbur 7.45 - nearly dark, left too late in morning and nearly paid price. Had to go hard all day. Motel (only \$33!) then to pizza restaurant - just closing but let us in. Had 12in. combo (ten toppings) and two pitchers of beer - totally blown out! Slept well - great feeling - hard ride and short day tomorrow. MILEAGE:113.5 (RT: 494)

Monday, August 31 (Wilbur to Spokane, WA) - Left 9am, breakfast at Davenport (30 miles), called "breakfast boys" by waitress. More rolling country and wheatfields. Met Mickey and Kenny (friends of cousin) by Fairchild USAF base on Spokane outskirts - followed their car downhill through urban sprawl, to house by 2.40. Relaxed on porch, met chap from radio station and neighbours. Out to Granny's Buffet - all you can eat for \$7! - loads of dishes - 90% people overweight - majority of them obese. Mickey had done spot on radio - asked people in Colville to wave to us on way in: we went different way! Warm, sunny. MILEAGE: 68 (RT: 562)

Tuesday, September 1 (Spokane to Sandpoint, Idaho) - Leisurely breakfast tea and toast. Local radio man came to do interview. Left 1.30pm - Mickey and Kenny drove in front for 5-6 miles - urban sprawl for 20 miles to Idaho State line, then wooded hills and ranch areas. Busy-ish roads but fast tail-wind - 18-20mph. Stopped 40min. Careywood - flyblown bar/cafe - drink and choc bar. Scenery improving - lakes and mountains. Long bridge into Sandpoint - sun setting on lake. Punctured - 1" piece of metal - swapped tyres over, then (6.15pm) into town - very pleasant, unusual to have proper centre (normally all shops in malls on outskirts). Stayed K2 Motel - chocolates on pillows! Great day, and to do 70 miles so easily (mentally and physically). Walked round town - dinner at Connie's Cafe - soup, spag.bolog., pecan pie. Squeaky waitress. Warm, pm. MILEAGE 70.5 (RT: 632.5)

Wednesday, September 2 (Sandpoint to Libby, Montana) - Left 8am - busy out of Sandpoint, then on to road following side of Lake Pend Oriel - superb scenery to Clark Fork - fairly easy. Loads of small flies approaching village. Cedar Restaurant (27 miles) - hash browns, omelettes, crumpets - grumpy waitress. Changed route on advice of local - more scenic way. Lumpier away from lake - Cabinet Mtns. on left (very square and exposed cliff faces), Bitterroot Mtns. on right + river - more superb scenery. Detour (six miles) to Heron to get food for long hike to Libby. Heron one-horse town, wooden-fronted store with boardwalk and views over mountains. (Turned out, plenty of eating places on route.) Then Highway 56 - fantastic scenery - bit lumpy up river valley but tailwind - mountains on either side - flattened out. Stopped by Bull Lake for cream soda and peanut cookies - kept going to U.S.2 and on into Libby, a bit sprawling along road. Stopped at Caraboose Motel. Sunny and hot. SW wind, strong pm. MILEAGE: 102 (RT: 734)

Thursday, September 3 (Libby to Glacier National Park) - Up at 6.30 - so early! Dark outside. Over road to diner - obese smoking woman in seat behind us. Very cold and fumey through town - just light. Up and down and rough surface all way to Happy's Inn (40 miles) - turkey sandwich (must stop eating crap greasy breakfasts - fed up with U.S. food). Booked motel on phone - recorded message: "Please say how you wish to pay: collect, credit card, operator, person-to-person." Me: "Person-to-person". Recorded voice: "Sorry, your request not understood - please repeat." Understood when repeated in American accent. Up and down to Flathead county line - up long climb - tailwind - lakes on right, mountains on left - to Marian (4000ft) - carried on to Kalispell (going for it!) - downhill to valley, then hard into wind to town (94 miles). Food, then on towards Rockies via Hungry Horse (very busy road/touristy - cut up by campervan) - into West Glacier National Park (less traffic). Stopped at cafe - carrot cake, coffee and vanilla shake: bliss after 125 miles. Left 6.35pm along side of Lake McDonald - sun setting through trees (tops dying back - acid rain - very noticeable earlier in day and in N.Cascades). Dreamlike end to long day's ride - excellent surface and flat to Lake McDonald Lodge by 7.20 (large complex, camping site, cabins etc.). Posh restaurant for dinner. MILEAGE: 135.5 (RT: 869.5)

Friday. September 4 (Glacier National Park to Shelby) - Up at 6.15 - dark. Buffet breakfast. On road by 7.50 - raining but mild. Easy along river first seven miles. Glacier wall on left, tops of mountains shrouded in clouds. Steady ascent - through tunnel, turning regularly - fantastic views - glaciers on tops and some snow left from two weeks ago - could see road rising miles ahead. Only short-sleeved top and cape on - sweating, but cold over 6000ft. during photo-stops. To top by 10.15 after 12-mile climb (from 3000 to 6648ft) - Logan Pass, Continental Divide - 43deg., snow forecast! Put on loads of tops + hat, gloves etc. - steeper, less twisty descent (went up more interesting side) - chap riding up on mountain bike in T-shirt and shorts - we descending muffled up! Drink/food at St. Mary, long and steep seven-mile climb out of village then over series of ridges, twisty descents etc. to Kiowa. Turned left (easterly direction) to begin 1000 miles across Great Plains - suddenly accelerated to 30mph. Prayers answered - a tail wind! Rain stopped, flat road, sun out, mountains behind clothed in cloud and rain - flew to Browning and first Indian reservation - rough town - dinner in motel - on to Cutbush - 35 miles in 1hr.20min.! Carried on towards Shelby - open plain - wind-carved hillocks - striped fields - mountains on left horizon covered in cloud. Then - no James! Rode +2 miles back into wind - he'd punctured - tyre holed. Lost 45min. On to Shelby - many trains on parallel line inc. Amtrak double-decker - there by 7.20. Meal at Dixies - soup, salad bar, roll and steak for \$10. Bed and asleep by 11 - knackered. MILEAGE: 132 (RT: 1001.5)

Saturday, September 5 (Shelby to Harlem) - Left 9am after coffee/cakes from garage. Good westerly tail-wind - 42 miles to Chester in under two hours - easy. Good diner - stuck to porridge and toast - still off hash browns etc. Rode on to Havre (60m) - did 100 miles in 5hr.15min. + hour for breakfast. Bought spare tyre in shop. Couldn't see good restaurant by far side of town - couldn't face turning back against wind so carried on to Chinook - gutty along river and hard: wind side-on for few miles. Dinner in cafe - on to Harlem by 6.25pm - great room, coffee percolator - feels good! TV Weather Channel says wind changing to NNE - hope its only temporary. MILEAGE:148.5 (RT:1150)

to be continued

CYCLISTS TOURING CLUB EAST SUSSEX D.A. MID-WEEK SECTION

A NEW LOOK?

Yes, the Mid-Week Section has been, as usual, to the Horse & Groom at Rushlake Green. Very enjoyable too, most recently on a run led by East Sussex D.A. President Dennis Jakeman from the Middle Farm at Firle. However, will the Mid-Week Section be seen there quite so often in future?

The question is posed because of the decisions taken at the recent Annual General Meeting on Wednesday, 14th October in a packed room in the Arlington Village Hall. Twenty or so members had either ridden with leader Grace Richardson from the Lagoon at Hailsham or travelled direct to Arlington for the meeting chaired by Len Steele.

Dennis Jakeman in his capacity as "caretaker" Secretary/Treasurer gave his review of the past year and spoke of the sad loss of Syd Richardson a founder member of the Mid-Week Group.

A new venture with good support had been the three day cycling trip to Dover organised by Tony Palmer. He then referred to the Special Meeting at Woodgate Cottage where safety aspects had been of particular concern. At this meeting it was also agreed that he would continue to act in the capacity of caretaker Secretary/Treasurer with assistance from the Committee for a further six months.

Spirits sank very low as Dennis expressed disappointment that so far, no one had offered to take over and this could mean the end of the Section in its present form as a properly constituted Section within the Cyclists' Touring Club. Then a small voice from the back of the room enquired - "What does the Secretary/Treasurer actually do?". At this, Dennis faltered - for the first time in many years he seemed lost for words. "Well...er...um..he looks after the finances of the Section and does the secretarial duties." Straight away, Esther Carpenter, for it was she who had made the enquiry, agreed to take over the position! In fairness to Dennis and as it was well expressed in the vote of thanks later for all his work, he has organised the runs list, visited pubs and cafes, written reports, kept the books, even subsidised the funds on a temporary basis and perhaps best of all maintained a friendly vital contact with all members in sickness and in health.

A small change occurred on the Committee where Harold Bateman took over from John Muirhead who having enjoyed his year of office considered it appropriate for someone else to share in the pleasure of involvement in the affairs of the Section.

It was generally agreed that the start time for elevenses be at 10.30 a.m., allowing for a prompt start at 11.00 a.m., be kept throughout the year. The arrangement for cancelled rides to take place on the next day had hardly been necessary and seemed unworkable and so was dropped. The local development of the Cuckoo Line to accommodate cycles was well received and further progress will be monitored.

From the floor came pleas for longer runs which could also include an afternoon tea break, another possibility being train assisted rides. The special interest rides over the year had included Polegate windmill, Brightling observatory, Wellingham Herb Garden, some Open gardens, Sussex barns and churches. These had all been popular and members were urged to suggest similar rides to include interesting features.

However the exciting prospect now is - where will Esther Carpenter lead the Mid-Week Section? Perhaps the programme will include rides for all night, twenty four hours, twelve hours, reliability and even randonnees to name just a few which many, like myself, barely know what these words mean! Additionally could the Section actually manage to get into Kent without staying overnight.....?

Whatever is in store, if you thought the Mid-Week Section was a group of elderly cyclists on hand built machines struggling each week from Woodgate Cottage to Rushlake Green you would only be partly right. For now, with Esther Carpenter at the helm and a team of helpful, experienced Committee members, a whole new wonderful programme awaits - join us on any Wednesday for elevenses, the ride or just at the lunch venue and be sure of a warm welcome.

Peter Bratt

CENTRAL SUSSEX C.C.

Time has run out and these jottings are really only to prove that the Central does still exist in the west of the original Association catchment area.

The only Central promotion - other than our Surrey League r.r. this year has still to happen, namely the cyclo-cross. We have the same venue at Faygate and at this time are just hoping for plenty of riders and kind weather. And all riders to return their numbers this year.

The only really high note of the racing season has been Mark Beaumont's 25, a magnificent 56.36 in the Clarence Invitation event at Didcot. Not only is it the fastest ride at the distance this year in the Club, but lowers Howard Burrell's 1966 junior record by one and a half minutes. Now Geoffrey is stopping at nothing - phone tapping, wearing dark glasses in the clubroom EVERY Monday while creeping up on all Mark's conversations - in an endeavour to find out how Mark got the invitation to ride. Eric took all the other trophies, which will be presented at the Dinner.

We are not promoting the Hilly 25 again next year as there is no certainty that the A23 will be finished by March. Better luck in 1994.

Notes for your diary. Sunday, 22nd December. Inter club pre Christmas 10. It's a G.P.B. promotion but becomes an inter club event as Ken and Barbara are timing. So see Geoffrey.

Dinner, Prize Presentation and Disco at the Highlands, Uckfield. Saturday, 30th January, 1993. Time and price still to be negotiated. See Barbara on her return from sunny climes.

That's all. Have a good social season - that's what the non racing season used to be called. See everybody next year when it's warm again.

C.S.C.C. Scribe

A RIDE BACK IN TIME

As something of a stranger in ESCAland I found myself looking into the Summer edition of BONK at our clubroom in Ifield. The route of the November Reliability Trial caught my eye. In particular the road from Eridge to Withyham. The place "Mott's Mill" in the late twenties and thirties the Mecca for hill climbs, famed in car trials and motor cycle history. Not many people know that.

Living in Tunbridge Wells, my late father introduced me to the hill at Mott's Mill and tales of its past whilst returning home that way back in '44. In those days there was no smooth macadam road, only a deep rutted track, washed away by the rain, etc. The reason being that in the thirties when they attempted to build a road the tar melted in the hot summers and the gravel slid to the bottom in a huge heap! Anyway Dad showed me how to climb the hill in an old Ford 5cwt van, easy! In those days the track went up 1 in 3!

As one of my present clubmates would say "I see that in ESCA you are going the 'Wimp's Way', down the hill! re. Dave Robert.

To appreciate the magic of Mott's Mill you need to approach from the crossroads of B1288 down the lane towards Eridge Station, take right fork. Descend to valley, take it easy. On reaching bottom, stop at front gate of cottages on right, take note of their tall chimney stacks. Engage bottom gear as you look for the hill. Suddenly, on rounding sharp corner, up she goes. Look to right in first twenty odd yards, if you can! Surprise, surprise, you are now above those chimneys at back!

In my first Club, Tunbridge Wells R.C., Mott's Mill was a favourite place for hillclimb, just for fun. We had one chap, Pete Turner, climb it on 81" fixed before it was finally surfaced in the late fifties.

It maybe that you saw the ghost of my late Uncle Jack on his works Triumph blasting up the hill, scene of his many great wins, and maybe my Dad on his Rudge in hot pursuit. I hope you weren't blown off the road by them!

Phil Hitchcock
Tunbridge Wells R.C. BAR
now CRAWLEY WHEELERS

EAST SUSSEX CYCLING ASSOCIATION - 1992 RELIABILITY TRIAL

There were 121 entries for this year's Reliability Trial. Of these 76 handed cards in at the first Checkpoint and 74 completed the course. 59 riders got round in the right time and 15 were either too fast or too slow. Worthing Excelsior's domination of this event for the last 6 years was ended this year by Crawley Wheelers with 20 successful riders. Worthing occupied the runner-up position with 14 successful riders. Results are given below in the new format adopted last year which gives the Clubs in order of the number of successful riders.

CRAWLEY WHEELERS 4hr. group - S.Bone, C.Ayson, D.Boorsma, R.Holder, E.Holder, T.Holder, M.Bloom, J.Bloom, P.Coventry, A.Hale 3-50; D.Stokes, R.O'Dell, G.Payne, R.Griffin 3-55; S.Hines 3-57; J.Harris 3-59.
3-25 group - J.Osborne 3-21; P.Clegg, D.Roberts 3-22, R.Simpson 3-25.

WORTHING EXCELSIOR 4hr. group - A.Reeves, T.Stevens, A.Langham, A.Palmer, D.Morris, D.Hudson 3-51; A.Matthews, B.Howe 3-52. 3-25 group - A.Scarratt, R.Shipton, P.Toppin, M.Feese, M.Muzio, C.Toppin 3-15.

EASTBOURNE ROVERS 4hr. groups - N.Wright 3-50; C.Willis 3-51; J.Blackman 3-52. 3-25 group - G.Taylor, M.Cross, D.Dunbar, P.Driscoll 3-15. Other finishers - S.Greenway, G.Windsor, S.Wright.

EAST GRINSTEAD 4hr. group - A.Preston 4-00. 3-25 group - R.Taylor, T.Schabel 3-16; D.Baird-Murray 3-20; M.Blunden, L.Constable 3-22. Other finishers - G.Houston, R.Houston, R.Ellis, B.Houston, J.Dieser, T.Ellis.

SUSSEX NOMADS 4hr. group - R.Davis, W.Davis 3-56. 3-25 group - A.Kennedy, K.Chandler 3-17.

LEWES WANDERERS 4hr. groups - R.Gorringer 3-51; J.Gallsworthy 3-56. 3-25 group - C.Matthews, D.Wells 3-15. Other finishers - M.Burgess, J.Limpus, L.Limpus.

CTC 4hr. group - D.Stace 3-51; E.Haynes 3-55.

GATWICK AIRPORT 4hr. group - A.Thomas 3-54. Other finishers - D.Cook, P.Fox.

REGENT RC 3-25 group - A.Morris 3-15. Other finisher L.Fanner.

RESULTS SUMMARY CRAWLEY WHEELERS 20, Worthing Excelsior 14, Eastbourne Rovers 7, East Grinstead 6, Sussex Nomads 4, Lewes Wanderers 4, CTC 2, Gatwick Airport 1, Regent RC 1.

The 59 successful qualifiers for the Reliability Trial Shield will each receive a Certificate. These will be ready for collection at the E.S.C.A. Luncheon & Prize Presentation at Framfield on Sunday, 10th January, 1993. If you are not able to attend, your Certificate will be sent to you via your Club Secretary.

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ORGANISER'S NOTES. I switched on the radio for the 6.55am weather forecast and heard Bill Giles saying "it's going to be a miserable day". In the event it didn't really rain that much, although the roads were wet, and it was nice and warm as long as you were not standing at a Checkpoint in the strong south westerly breeze. The riders soon had quite a freckled appearance, but generally seemed cheerful. Some riders managed to go the wrong way at the first fork only yards from the start. Others decided to do 30 before reaching the first Checkpoint at 14 miles and then grumbled because the Checkers were not still there.

The little red van was missing this year due to needing more service than was originally anticipated, so Esther, my co-organiser, kindly drove Roy and me round the Checkpoints to make sure all was well. I had hoped and

prayed for the sun to break through but it stayed murky, so once again we were denied the full glory of the autumnal scene. Some riders were caught out by the unsignposted left turn by the Chailey Heritage Craft Centre and rode on up the hill. Nice to know they like the hills so much that they are prepared to do a few extra miles to get more! Lunch bookings were rather disappointing this year, but 32 of us enjoyed an excellent lunch in the King's Head. Remember we can squeeze 72 in reasonably comfortably and the food is all first class. Finally my thanks to the superb team who do so much to ensure the success of the E.S.C.A. Reliability Trial - Roy Humphrey, Ken Griffiths, Mick Rabbetts, Tim & Toby Carpenter, Deryk Greenway and Dennis Funnell and Esther who produces the check cards, table plan, start sheets, course details and the certificates. Now for a much more interesting report I will hand you over to our Special Correspondent:-

CRAWLEY WHEELERS AND THE E.S.C.A. RELIABILITY TRIAL

I don't know which part of England got the predicted weather forecast but we certainly didn't get the foggy, dry start, gradually getting brighter - we had to drive down in rainy overcast conditions and start in it. It did improve later but the roads were so wet that we stayed wet throughout the fifty mile route. Luckily enough it was quite warm and of the twenty one entrants, twenty finished in their time.

So we all lined up outside the pub (all except Mike Bloom that is, he was in the bushes again) ready for the off. We only went a minute up the road and went off course. Half went left at the fork, the other half went right - that's one way to get off the front I suppose. It was a bit slow but the Crawley Wheelers were all riding together in a bunch, we had such a mixture of riders that the pack was split to pieces on every hill but, believe it or not, they waited at the top. If they'd known where they were I'm sure they wouldn't have waited.

Shortly after three or four miles the Dave Stokes bunch broke away off the back. With him were five others, they plodded round gently, taking it easy on the hills all morning to get in with about three minutes to spare.

Although we had to keep stopping to check the route details we got to the first check in good time. So far all was going well - no punctures, no accidents and no unplanned detours. From Motts Farm we went down a really steep 1 in 5; as warned it was steep, slippery and twisty. Why is it whenever you are on a steep descent you wonder if your cables are frayed and if your brake blocks are O.K.? Then as usual it was up hill again and again - it sure didn't give us much rest. We have a new man in the Club, Steve Bone, and although he was very unpredictable he rode really well on the hills. He'd suddenly appear on the front, put it in a real small gear and rev his backside off till he was on top.

As we grovelled up yet another hill just past Coleman's Hatch our fast boys caught up at last. Paul Clegg was on the front of their small bunch along with Dave Roberts. Bernie Simpson was sat in the middle, while Tim Osborne was panting and puffing on the tail end of the bunch. They went off into the distance but that was not the last we saw of them.

Check no. 2 in Chilling Street was a welcome stop, time to dig in the pockets for dates and whatever else happened to be there, followed by liquid refreshment - not from a pub unfortunately, but from gritty, muddy topped drinking bottles.

Pete Coventry had an awfully noisy mudguard, with no bridge clip. Brought back memories of when Dave Boorsma's guard folded up on him while descending Bury Hill, and the time when I came to a sudden halt when my mac jammed between the tub and brake. It could cause a lot of grief but Pete was not convinced.

We got mixed up with a small Worthing bunch at one time - they were a bit unsociable and covered us in water, mud and cows' dirt as only a few had mudguards on. So we blew them off. Left them for dead!! I think they finished before us, though. Somehow we missed a left turn going up the hill on the way to Barcombe Cross - still it gave us a few extra miles and wasted a bit of time.

We turned left just before Ringmer unlike a few others and continued, on fairly level ground for a change, towards the next check. A few of us thought we'd missed it but as we went through Little Norlington there was the check, the same little yellow car parked on the verge along with other marshals. What do you call a Robin Reliant with a football in the back? A whistle! You have to keep yourself amused somehow when you're only doing 13.4 average speed, don't you? A puncture for Rob Holder at the check saved the day - it took a while to fix. Would you believe it, our fast lads appeared, covered in mud, but they approached the check from the opposite direction; only the Crawley Wheelers can brag about that. They did a rapid card hand-in and had ten minutes to get to the finish - luckily they made it. The last five miles were covered very gently for our group, with a strong chuff wind and we finished with nine minutes to spare.

Shame about the weather, and although we finished wet and cold, we enjoyed it. Well done to all who finished, thanks a lot to the organiser and marshals. See you all next year on the road.



CRAWLEY WHEELERS
EVENTUAL WINNERS OF THE RELIABILITY TRIAL - ASSEMBLING UNDER MARINA'S WATCHFUL EYE





**DRAMA AT THE START
WILL TIMEKEEPER HUMPHREY LET CLUBMATE NORMAN WRIGHT RIDE?**



**DAVE DUNBAR & STU GREENWAY PASSED THE HUMPHREY TEST.
WHAT A RELIEF, BOYS. YOU COULD HAVE BEEN BANNED FOR LIFE.**



ROGER & WILLIAM DAVIS - SUSSEX NOMADS



GEORGE TAYLOR, GEORGE WINDSOR & MALCOLM CROSS
EASTBOURNE ROVERS

LEWES WANDERERS C.C.

The corner of Sun Street and Lancaster Street in Lewes was awash with green and yellow with a dash of brown, as more than forty of us tried to re-enact a gathering of the Lewes Cycling Club of ninety years ago. We posed for a group photograph outside the Fruiterers Arms, headquarters of the Lewes C.C., trying to make them as near as possible like the ones taken at the turn of the century and which are displayed inside the pub. Unfortunately we don't possess as many whiskers as our predecessors did, though Dennis Levett and Roger Gorringer did their best to make up the shortfall; and we didn't have the right headgear. But with Ian Landless and Ron Rogers looking impressively bronzed and Very Important at the back and Carl Matthews doing an excellent impression of a classic boneshaker rider at the front (standing with arms and legs crossed while gazing into the distance), we presented quite a pretty picture. The result, suitably framed, can now be seen alongside the old time pictures in the bar of the Fruiterers Arms. Mine hosts Tony and Marg will be pleased to allow them to be admired by club cyclists from other parts of East Sussex, and to supply large portions of the house speciality, bacon, mushroom and tomato toasties. Looking back over the years was also a feature of a couple celebrations in the past few months: Graham Seymour and Ron Rogers both put a "nought" on the end of their ages and the food and drink flowed freely as a result.

Ron left the Seymour party at about midnight, snatched three hours sleep and drove to the Bournemouth Jubilee 50 where his 2.11.56 gave him a new club record "plus" of 25.57. He has also set new vets records at ten and thirty miles so hardly qualifies for a zimmer yet. Our other record breaker is Heather Stevens, whose upbringing based on relentless half-wheeling of her parents has borne fruit in the shape of an all round updating of our women's racing times. Our racing season in general has seen Peter Roberts and Peter Price sharing most of the trophies between them but Andrew Razzell came from nowhere (well, Sittingbourne actually) to snatch the BAR Championship by virtue of being the only member to have the strength, stamina and bottle to ride a '12'. He completed the first attempt at the distance on a bike whose headset was getting tighter with every mile; the clubmate who rode it from the finishing point to the headquarter could hardly keep in a straight line and was thankful he wasn't spotted by a police breathalyser squad. The continuing reluctance of apparently healthy young men to ride at any distance over 50 miles is a worrying feature of our sport.

On the other hand, there is encouragement in the enthusiasm for all aspects of cycling shown by the likes of Stephen Comben and John Limpus - just two of our band of boys who give us strength in depth. Stephen is the 1992 ESCA Junior BAR (although still a 'juvenile') and John the Sussex juvenile track Champion. We are particularly proud of the fact that we provided four of the six Sussex BCF Division's places in the "Challenge '92" competition for young riders. Stephen's younger brother, Andrew, finished second in his under fourteen category at Milton Keynes and our other three, Stephen, John and John's brother, Peter, finished well up in their fields.

Our other heroes are James Benning and Matthew Rabbetts who completed their 3,500 mile ride across America at the end of September, dipping their front wheels into the Atlantic five weeks to the day after getting their back wheels wet in the Pacific. Four mountain ranges and 1,000 miles of the Great Plains of North Dakota made the greatest impression on their minds and muscles; pancakes, waffles and eggs-over-easy left their marks on their stomachs. Matthew has promised to reveal more to Bonk readers; we need to know how they escaped charges of eco-terrorism, why James had the most punctures and what caused Matthew to be stuffed.

Rotrax

JAMES & MATTHEW NEAR THE TOP OF THE TWELVE MILE CLIMB THROUGH THE ROCKIES



THE TRIALS AND TRIBULATIONS OF WINTER

Well, I started off my first ever piece for Bonk with the above title and believe it or not here we are again in the dank dark months of Winter.

Birthday

In the last twelve months a lot has happened. Our most momentous event was our club's 60th Birthday and this was marked by the Tunbridge Wells Town Centre Races that were a great success and are to be held again in 1993 but this time in conjunction with the Milk Race being in Tunbridge Wells.

Winners

Club wise we had many members doing well on the bike, running, and also in Triathlons. We had Andy Howey, Malcolm Martin and Steve Buckingham winning in the Belle Vue Cross country and Andy and Malcolm in the 3 stage Tri event. Peter Fox has surpassed himself this year by recording a 55 minute 25 nearly 20 years after his last under the hour ride, he has also done well at 10 and 50 miles on local courses.

Of our younger riders perhaps the best rides have been done by Juvenile David Watson who got down

to 64 minutes on a G course for 25 miles and recorded some excellent times in club events including a 23 minute 10mile despite a lack of racing and miles, we expect some good rides from him in the future.

Trike extravaganza

The racing 'joke' of the year was Pete Holland who not only broke a crank on his trike in a 12hour event but at the end was selected for a urine sample under random drug testing. Needless to say it was difficult to get a sample from him and if you would like him to tell you the saga (if you have several hours to spare) please ask him.

KCA 100K

We again had a good entry for the Kent CA 100k event but not as many as in previous years. Those that did it had a good ride on a not to special day. It is a shame really that the East Sussex CA event is not run with more than one start as I am sure that many more riders would take part, particularly from this club, the Southborough. It would also spread the riders out around the course and avoid many riders being near each other especially

event.

BIATHLON(Run & ride)

The last racing club event of the year these days is always our Run and Ride biathlon where we run 2.25 miles and then ride 8.6 miles. It started several years ago as a one off fun event between us and the Tunbridge Wells Runners but every year the competition gets sharper. Bikies are learning how run and runners learning how to ride. This year we had the VC Elan in the event and with 3 competing it got very tight for the team. However ex Southborough Andy Verrall (now VC Elan and Tunbridge Wells Runners) won with fastest overall time and fastest bike time.

La Femme Touriste

On the non racing side I am pleased to see Julie Hayman having her name engraved onto the tourist trophy this year after winning our last trophy of the year.

Next year

May I on behalf of the Southborough wish all our readers the best of new years. And may all your miles be happy ones.

Saruman

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THE FIRST EVENT OF THE NEW YEAR
SOUTHBOROUGH & DISTRICT WHEELERS PRESENT THEIR
JANUARY 1st 1993 10 MILE AT BETHERSDEN
Tandems £5 and solo riders £2.50

Entries to
Mrs G Holland 115 Upper Grosvenor Road Tunbridge Wells TN1 2EA
by December 12th

THE USE OF HEART MONITORS FOR TRAINING

THE MONITOR

As you know heart monitors are a useful tool in getting fit and until recently the only methods on measuring performance were such things as time, distance, speed etc. Such measurements give little detail about the physiological stress upon the body. With the advent of chest belt type heart monitors the stress can be gauged with considerable accuracy.

HEART RATE AND PERCENTAGE OF MAXIMUM

For many years people have measured their heart rate without really knowing what it has meant, high was good, but at what level did high become good and if it was too high was it dangerous.

Peter Keen (mentioned on the TV during the Olympics and coach with Chris Boardman) has done considerable studies into heart rate levels and at the West Sussex Institute he has carried out more than 400 tests on racing cyclists to determine when work levels are beneficial to the rider. Without going into the physiology of the tests it can be said that cyclists when training should achieve heart rates of 80/85% of their personal maximum. In most cases the maximum is, by a rule of thumb, 220 beats per minute minus their age. Thus for me at say 46 my maximum rate is 220- 46 which is 174; if we then take 80% and 85% of this we get a training heart rate minimum of 139/147 which means that my pulse needs to be at or above this level to be effective in training.

INTENSITY OF TRAINING

Besides getting your heart up to the level required it is also necessary to have an intensity that equates to racing. After all it is possible to use very low gears and attain high pulse rates. We should all try in training to mimic racing and thus teach our body to become accustomed to the stress of racing not only by high pulse rate but also the stress upon the muscles.

To do this we gradually increase the gears we use and also the speed at which we go, but we must be careful not to slow the pedal revs down too slow and make the effort one of just pure power. Many people recognise 100 RPM as the most effective pedal speed and this should be the objective even on big gears. After all is said and done if an 85 inch gear is turned at 100 rpm over 25 miles the rider would beat the 60 minute barrier.

CONCLUSION

On the facing page are 2 tables showing

Pulse levels for various ages and also the recommended minimum training levels, as well as a 90% target for higher performance at the aerobic/anaerobic threshold.

A chart showing times over 2 and 10 mile and also the speed if a variety of gears are pedalled at 100 revs per minute.

I would suggest that riders attempt to pace their training using these tables as a guide. Even if you don't have a heart monitor you can count the pulse using a watch and by placing fingers on the carotid artery in the throat. So next time you are out give these charts consideration.

If any person wants to contact me I can be contacted initially during the day on 0892 702493. It will be an answering machine if I am not in at the time.

Don Robb (BCCS Club Coach) Southborough & District Wheelers

FIGURES FOR 100 RPM ONLY

gear	2 mile	10 mile	mph
70	5.762286	28.81143	20.82507
71	5.681127	28.40563	21.12257
72	5.602222	28.01111	21.42007
73	5.525479	27.62740	21.71757
74	5.450811	27.25405	22.01507
75	5.378133	26.89067	22.31257
76	5.307368	26.53684	22.61008
77	5.238442	26.19221	22.90758
78	5.171282	25.85641	23.20508
79	5.105823	25.52911	23.50258
80	5.042	25.21	23.80008
81	4.979753	24.89877	24.09758
82	4.919024	24.59512	24.39508
83	4.859759	24.29880	24.69258
84	4.801905	24.00952	24.99008
85	4.745412	23.72706	25.28758
86	4.690233	23.45116	25.58509
87	4.636322	23.18161	25.88259
88	4.583636	22.91818	26.18009
89	4.532135	22.66067	26.47759
90	4.481778	22.40889	26.77509

PULSE LEVELS

age	90%level	85% level	80%level
16	183.6	173.4	163.2
18	181.8	171.7	161.6
20	180	170	160
22	178.2	168.3	158.4
24	176.4	166.6	156.8
26	174.6	164.9	155.2
28	172.8	163.2	153.6
30	171	161.5	152
32	169.2	159.8	150.4
34	167.4	158.1	148.8
36	165.6	156.4	147.2
38	163.8	154.7	145.6
40	162	153	144
42	160.2	151.3	142.4
44	158.4	149.6	140.8
46	156.6	147.9	139.2
48	154.8	146.2	137.6
50	153	144.5	136
52	151.2	142.8	134.4
54	149.4	141.1	132.8
56	147.6	139.4	131.2
58	145.8	137.7	129.6
60	144	136	128

THE LOCAL SOCIAL SEASON CALENDAR

Friday 18th December 1992
Sussex Nomads
Fish & Chip Supper
Clubroom at 8.00 p.m.

Wednesday 30th December 1992
C.T.C. Mid Week Group Lunch
Kings Head, East Hoathly
Bookings to Dennis Jakeman £10.00

Friday 1st January 1993
Southborough Wheelers Open 10
Entries close 12th December 1992

Sunday 10th January 1993
EAST SUSSEX C.A. LUNCHEON & PRIZE PRESENTATION
Framfield
Bookings to Roy Humphrey £10.00

Sunday 17th January 1993
Sussex Nomads Reliability Trial
Enter on the line £1.00

Saturday 23rd January 1993
Sussex Nomads Dinner
Clayton
Bookings to Alan Limbrey/Geoff Boore

Saturday 23rd January 1993
Eastbourne Rovers Dinner
Afton Hotel, Eastbourne
Tickets from Jane

Saturday 30th January 1993
1066 Longmarkers Dinner
Yelton Hotel, Hastings
Tickets from Esther £11.00

Saturday 30th January 1993
Central Sussex Dinner & Prize Presentation
Highlands, Uckfield
Information from Barbara Atkins

Sunday 31st January 1993
Lewes Wanderers Reliability Trial
Start and Finish at Car Park, Lewes £1,00

Sunday 7th February 1993
Surrey/Sussex Vets Lunch
Surrey Hills Hotel, Beare Green
Bookings to Barbara Atkins

Saturday February 13th
Lewes Wanderers Annual Dinner
Highlands, Uckfield
Details from Graham Seymour 0892 661010

CRAWLEY WHEELERS

I think this season has been very good for quite a few people - most can look back over the season and say it has been worth it. I finished early, the plan was to do a lot of road racing but that didn't work out, my mind was always somewhere else and I couldn't concentrate in a bunch. If our calculations are correct I should be our Club B.A.R. this year, it's been a very close competition but I think I might have pulled it off. Ian Holder thought he had it sewn up after the S.C.A. 12, but nobody knew that I had the Icknield 12 hour on my mind. Sorry Ian, but I couldn't let you take the B.A.R. and the Vets B.A.R..

Tony Gould has had a good year on three wheels, taking all our Club records except the 24 hour, there's still to think about that for next year! Now Tony has switched to mud-plugging mountain biking with Sharon, he says they have great fun out in the woods - is he still talking about biking I ask myself.

Paul Clegg is now well known among the bunch, if they don't know him by sight they certainly know the voice. Recently he won a prize for the most aggressive rider, he was so aggressive throughout the race he had nothing left for the finish. Still, I'm sure he'll succeed this way, he's gaining confidence all the time.

Dave Roberts organised our Surrey League road race which was very successful. The day was quite windy but dry and we had a full field in the afternoon. Rob Holder finished ninth overall in the Junior event. Paul won his first ever road race in the afternoon, he rode clear with three other riders with three laps to go and stayed ahead to win by a good margin. Bernie finished in the main bunch almost one and a half minutes behind.

A face from the past has returned to the scene - Paul James is getting fitter by the minute and eager to turn the pedals with aggression. He rode three tens at the end of the season and clocked 27.21 and then 25.37 and finally 23.25 - very impressive. He also rode the Club 25 recording his best time for twelve years - 59.23. Well done Paul.

The last two evening tens of the summer were successful, firstly the Redhill 10 produced good results: Paul Clegg, 22.34; Tony Gould, 22.54; Marina Bloom, 23.53; Mike Bloom, 24.55 and Sharon Bagley, 25.58. In our Club 10 the next night Tony improved by one second to 22.53. Steve Jackett improved his best 10 time to 22.25, he may have ridden less than fifteen open events this year but he's become well known, with some very impressive results, placing him inside the top ten most times.

Four riders completed the hardest race of the year in tremendous heat and with tiresome winds, i.e. the S.C.A. 12 Hour. Ian clocked the best mileage with 222 miles, very good for his first attempt - he survived on fruit, rice, sandwiches, tea and the constant help from Bob. Richard Griffen also managed a personal best of 214 miles, he was pleased with the distance. Tony managed another trike record with 206 miles, which included a couple of fag stops and a couple of 'rest in the car' stops. Jack finished with 191 miles. Mike d.n.f., I found him squatting behind a bus shelter with a bad stomach, bad head and feeling really fed up to say the least.

Ernie Dore 10 - many thanks to Jack Harris for organising this event. Robbie Holder is no longer eligible to compete for the Ernie Dore Trophy, which is restricted to those (entering the Open 10) who have never beaten 24 minutes. We suspect that Robbie held back a little in the evening 10s during 91 and 92 so as to qualify. He was confident this year but a cold during the week before the event hampered his performance and his time of 23.55, a personal best, was beaten by a new member, GUY ETHERTON, riding in his first ten and recording 23.36 to win the trophy. A very impressive ride from one who was two weeks short of his 16th birthday. Guy also took the prize for fastest juvenile. We are sure we shall see his name quite a lot next year. Paul James was fastest of our riders in the Open 10 with 23.25. Fastest over all was Bruce Drew, Wembley R.C. with 20.42. Also riding in his first ten was 15 year old David Beadling, recording 27.32, a very good ride.

Sunday, 20th was a great day for our Championship 25. A light S.W. wind and warm temperature made way for some good times. Steve Jackett is the new Champion, he recorded a personal best time of 56.44. Paul James was second with 59.23 and Tony Gould was third with 1.0.38, not quite fast enough to retain his B.A.R. Trophy. Two other personal bests were recorded - Ken Edwards, 1.1.36 and Steve Charnley, 1.16.19. Ralph Settle finished well within his Vets standard with 1.21.42. At this point I must apologise to Dave Boorsma, in the last Newsletter I put him down for 1.16.3 instead of 1.11.4. in the Worthing Excel 25 - someone copied the results incorrectly.

Three of us went to the Q25 course near Tonbridge for a 25 mile t.t. - what a course - an absolute nightmare. My tri-bars did a nosedive, my legs went on strike so I was d.n.f. Dave Boorsma and Graham Payne clocked 1.14 and 1.18 respectively. This event was spoiled as the road was closed after the race had started due to a tree being felled across the road. This then involved the riders in a little cyclo-cross!!! The last Club event of the year was the medium gear 25, restricted to 72". Steve was once again fastest with 1.2.59; Guy second, 1.6.24; his first 25 on his 16th birthday. Tony was third with 1.6.34.

So as you see, it's been a good year for most as these are just a few of the results. See you on the clubruns through the winter.

Marina

EAST GRINSTEAD C.C.

With the season now finally over the East Grinstead C.C. can now look back at one of our most successful seasons to date; or is now the time to start training again 'to get the miles in' ready for 1993. In some cases it is more likely to be 'now that you have finished racing you can decorate the bedroom'. Having only recently been bitten by the cycling bug I find it amazing what a major part it now plays in my life. What did I used to do early on Sunday mornings or what did I used to talk about? A good example of this was having just been away on holiday (a complete break from cycling). I mentioned to my long suffering other half, Lorraine, that after nearly two weeks I hadn't mentioned cycling, to which the reply was 'yes, it's wonderful' (not mentioning cycling, that is). Still I know of one East Grinstead house where to talk about cycling has now been banned at the dinner table.

Steve Elms who has had an impressive season, was on blistering form in the ESCA 10 back in September, when he beat the second placed rider by over a minute. For those who hadn't noticed, Steve was still bearing the scars from his fall in the East Grinstead Woodgate Milk Race, mainly a large scab covering the front of one of his shins. Seeing the success Steve has had with that scab, could this be the start of a new trend, hot on the heels of tri-bars and disc wheels; could you be seeing riders in ESCA events next year sporting similar scars. I, for one, will be sandpapering my shins for the desired effect.

Way back at the end of August when when East Grinstead ran our annual Woodgate Milk Race, Richard and Janet were surprised to find National Squad rider Steve Farrell sitting on the doorstep of the HQ when they went to open up. Steve not surprisingly went on to win the event with East Grinstead's Steve Dennis finishing 5th.

With the winter runs now upon us and the start of the clubruns again, some riders will be able to get their revenge for the physical suffering inflicted on them by fellow clubmates. Tim Ellis may remember that after being dropped on one run, when Ted Boorman found out that we had slowed up for Tim he started pedalling twice as hard.

During the autumn a number of our riders have been taking part in a few cyclo cross events with mixed success. Bob Smith achieved an excellent twelfth place in the Vets National Cyclo Cross at Lancing, while in the supporting Sussex League event, Steve Dennis came third on his mountain bike. Having just seen the photos of me at the Central Sussex event, I can also say that some of us show how not to ride a 'cross event. I would like to thank Ray Ellis for his piece of gamesmanship in the event. As I came up behind him, Ray called out for me to pass him on the right, just as I pulled up alongside he suddenly shot out in front of me, heading me off into the undergrowth 'temporary loss of control' - a likely story! For all you 'cross riders, or for anyone interested in giving it a go like many of us - just for fun, East Grinstead are promoting the final event of the Sussex League, in Janet's own words, 'a Mince Pie Special at Faygate on December 20th'

Whilst cyclo cross seems to be growing in popularity that other end of season activity, hill climbing, is *definitely* losing favour. The ESCA event this year, promoted by the East Grinstead had only seventeen entries and that was after Richard had bullied a number of our Club members into riding it. In the end the event was won by our Paul Blackmore.

Finally, on behalf of East Grinstead C.C., Happy Christmas to all you E.S.C.A. riders.

Andy Seltzer

ICKNIELD 12 HOUR

Sunday, 13th September is a day I won't forget in a hurry, although I'm sure some of the sixty odd finishers will prefer to forget the awful day. The forecast was great - at least it was supposed to be dry, but what a load of nonsense. I started in shorts and tee shirt as it was warm but I only went a few miles and it started to rain and the wind got stronger and stronger. By the time I had 120 miles under my belt I had tights, chest protector, overboots and two pairs of arm warmers on - it just got so cold, the rain was torrential - at times you couldn't see much at all and the spray off the road didn't help either. The course was good, with legs off the main A1 to Bedford twice, Hitchin, Kimbolton, Shefford and Wimpole, there were so many roadworks that some part of the course had detours, but that suited me, I really quite enjoyed it, at least I didn't suffer like two years ago. Dave Stokes reckoned that 19mph average would work out, so with the great help of Mike all day, I just kept going around the 19s and didn't blow at all. I also kept the gears down to 82" and 84" doing a 100rpm with a chuff wind and 80rpm into the head wind. I think I did twice as many revs as Bob Courtier who also rode a good race to achieve 216 miles. Mike looked after me all day, he was so busy he didn't have time to eat. I survived the whole day on rice pudding, dates, sugar lumps, plain water and tea on the finishing circuit, it worked out really well. There were a lot of packers during the day and a lot of punctures, at times I had second thoughts, but I'm glad I did finish. By the time I had completed one finishing circuit we knew I had to get round the next bypass and over the hill to beat Ian - it seemed impossible, but I buried myself, everything was blurred in the last half hour, Jack and Mike kept shouting but I don't know what they said, all that mattered to me was beating 222 miles and somehow I got to the seventh timekeeper with time to spare and just kept going to finish with 224 miles. It was great, I rode really well and smooth all day and really earned that mileage. I set out to beat Ian and I did, on an awful, cold, wet and windy day, the feeling was just brilliant. When I stopped I couldn't undo my toe straps, I could hardly get off my saddle and when I eventually did sit in the chair I was so dizzy I couldn't get changed for a quarter of an hour. Every muscle ached, my knees felt twice the size and my neck was stiff - but I was happy. Thanks to Dave, Peggy, Mike and Jack for all the help and encouragement.

CORRESPONDENCE

Dear Esther,

Very many thanks for the latest issue of "Bonk" which I always find entertaining. My favourite feature is of course the William Hickey column, so I was sad to see that William is reduced to having to dictate his copy to a five year old. I will bear him in mind when the time comes to renew one of my old typewriters or word-processors, although my priority at the moment is to save up for a new clipboard!

The main point of this letter is to ask all ESCA promoters next season to provide me with details of their events so I can send them to the Evening Argus. One or two failed to do so this year.

All they have to do is to ring me (0903-205308) no later than the Sunday prior to the event and let me have a few basic details and names of a few top riders, after which they should send me a start sheet. I will try to attend in person but if I have to cover another event then I would like to have result p[hone]d in on Sunday evening. Copy has to be despatched to the office early Monday mornings. With such good opportunities to advertise the sport now it is a pity that a few promoters fail to take advantage by following these easy guidelines.

Yours sincerely, Brian Hutton

Dear Mr. & Mrs. Editor,

Having read two items in the last issue, I thought it my duty to sit on two or three Committee Room Walls.

The first two were the RTTC and Kent CA Committees respectively. Frantic discussions were taking place in both. The problem, still unresolved, was how to re-arrange the 12 Hour course so that the District Secretary did not suffer a lunch shortened to four pints again.

The third wall was that of the Southborough & District Committee. The question was how should we advertise next year's one hour, all category, Town Centre Race, timed to precede the Milk Race Prologue in Tunbridge Wells on Spring Bank Holiday Sunday. Somebody suggested the William Thickey column in Bonk but only one other person had heard of it.

Under 'Any Other Business' the Bowers Cafe at Mark Cross was suggested as suitable for Bonk listing, as it is good for elevenses, lunches and afternoons. Once called the Gay Bowers, modern parlance had meant a name change to avoid odd types of customers.

Yours sincerely, The Fly on the Wall.

Dear Esther,

Regarding William Hickey's remarks on the quality of BRIGHTON EXCEL'S CANTEEN at the Open 25 at Clapham Village Hall...

I was incensed! may he get embrocation on his naughty bits!!

I know BILIOUS BOORE has been the butt of everyone's jokes for years (and he loves it) but has the man finally gone to far. I hope his remarks are tongue in cheek, and only cheap journalistic jibes to pad out his copy, otherwise I would have thought he was being plain bloody rude.

BRIGHTON EXCEL have always prided themselves on being relied upon to provide a good spread at a reasonable price and although I was not personally involved at this event, I feel I must spring to the defence of my lady club members as I think his remarks are totally uncalled for. I shall remember this, bread and water for him from now on - in fact he is lucky not to get one of my week old rock cakes round his ear'ole.

A.L. QUAFFER (MRS)

P.S. I remember his ESCA promotion at Fairwarp when even the riders had to pay for their drinks.

CRAWLEY WHEELERS RELIABILITY TRIALS

17th January Hindhead and back. Approximately 60 miles.

21st February 50Km and 100Km

14th March Selsey - 100 miles and Petworth - 50 miles.

WILLIAM HICKEY COLUMN

In response to the Editorial in the Autumn edition our Editors have in their wisdom put their own interpretation on my comments.

Concerning the price of components while it may be true that a fair percentage of cyclists shop around and buy according to their needs and pocket there are an ever increasing number of potential riders who are clearly seduced into financial cycling commitments on the basis that the more expensive the better the product. I would commend the Editors spend a morning in Geoffrey Butler's and see how many individual cyclists purchase a £10 gear or a £10 pair of pedals. Concerning second hand bikes the number of these are certainly not as plentiful as they were say a couple of years ago, and even if you get the right size the chances are it has all the good equipment on which will reflect its price, or it will be the frame so designed that your £10 worth of pedals and gear would seem inappropriate to the design of the bike.

Concerning amalgamation, there will always be opposition to the idea as opposed to the concept. I accept totally the Eds defence of long distance events, their views are well known. My reasoning is that one concerted Body is all that is needed.

During August I took Hickey junior on tour to the Pennines and South Yorkshire, stopping in Youth Hostels, and I am sure that the Editors will be pleased to know that my son was riding a twenty two year old, newly resprayed Geoffrey Butler with £5.50 brakes. We stayed at Hostels and enjoyed the superb scenery.

I see a member of the Etoile has been moaning that despite a generous prize list he was unable to attract sufficient riders to make the event worth running. I think we all have sympathy for any promoter who has this problem which results in the event being cancelled. I am sure that if the same promoter had decided to promote an East Sussex time trial he would not have been so disappointed and would have attracted an attractive field of riders.

I had occasion to ride recently in an invitation 10 organised by the 29th Wheelers on G214. Graham (I'm fifty now) Seymour picked me up and we scampered to the start at Cobham. As it turned out the event had attracted 6 riders and the event was won by Peter Phillips of the St. Neots. All competitors were over fifty and Graham Seymour was scratch man and was beaten into second place by a sixty year old man.

Note to Ric Taub. I have now heard Chris de Burgh's Lady in Red at each of your functions over the last five years. Is Ric telling us something.

I hear that the new East Sussex President is going to be Jane Lade no less. I cannot remember seeing a Lady President, this should be particularly pleasing to Past Presidents who attend since it appears that the custom of kissing the Incoming President in the past may have been misconstrued.

P.S. I just happened to come across a photo of "well guess who". There is a prize for the first person who can guess the lady in the picture. Please speak to me at the ESCA Lunch so that I can judge the answers.

Be careful, au revoir until the Spring.

W. Hickey

(You may think the Hickey's notes are rather short this time. I'm sorry that I had to give up on them but the original will be available at the Lunch for anyone who wishes to read them. Ed)



SUSSEX NOMADS

This year, mille neuf cent quatre-vingt douze was the year les Nomads went to France in strength to ride an event. A total of ten crossed the channel to France one Friday on P & O from Portsmouth to Cherbourg overnight. We were unable to get decent seats and had very little sleep but it did not seem to affect us. We arrived at Marigny, a small town at the base of the Cherbourg Peninsular mid morning, found the event HQ and the whereabouts of our digs.

We were in the Limbrey lorry and the Rogers car and were taken to our site in convoy by a French helper. It was about 5km out of town and on the course. To say the least, we were surprised and pleased to be all together in the Nomaderie. There was a large kitchen; the salon slept three; the balcony to the lounge slept four, there was a chambre for two and a very large bathroom (but no shower).

Sussex Nomads

outside their

Nomaderie



The team worked well, a trip back to the town for food plus the food we took, and about five chefs. We ate and drank well. Apart from the housework some time was spent watching the old black and white T.V., with Benny Hill in French and some rather funny French programmes. We had the weather in French and they got it wrong as well!

Tim had already found our other H.Q. He got lost as soon as we arrived and after a long search we found him in the Bar Sportifs. Bobby (the owner?), speaks very good English, his father, Frank, stayed there after the war. The locals were very friendly and there was a pool table and a games room.

Back to cycling, we rode round the course on Saturday afternoon and missed a turning and did a lot more miles than we really wanted to. That evening we went to dinner at the school and afterwards back to the black and white tele and Benny Hill. We went to bed very early and all slept well after two days without much rest. On top of going to bed early the clocks went back as well so we had the best part of twelve hours sleep. After a good nosh up we departed for town, the race had already started and teams were passing part of the lane as we left.

Once in town we found a spot to park. We were not off till just before 1.00p.m. so it was off to sign on and get our dossards, etc., watch a few teams go off, then back to the van to get ready. Time flies past and all too soon it was time to get up to the start.

The course was a mixture of lanes and and fast, long, straight road with long drags. When John and I went past the lane to our gite, some of our neighbours were there to wave us by; the next section of the race was like Ashdown Forest, rough road, long climbs with long, fast descents. The latter were great, but oh! those climbs.!

Back onto good roads but long climbs again. My legs started to go. John had done all the work, although I showed off DOWN the hills on 55 x 12 (after the French following car officials looked at my large ring in amazement). With about three miles to go we turned right onto a rough surface and up hill. My legs went. I shall never forget that agony. Thank goodness we swooped down into Marigny. Just a short, sharp climb to the finish. Definitely unforgettable.

Back to the van for a drink (it was very hot) but the erks had drained all the bottles dry so there was only thing to do. Back to the Bar Sportif.

All the teams suffered from the heat and strong wind or bike trouble, but it was fun. Back to the Nomaderie and dinner of this and that and bits and bobs. It was again great fun.

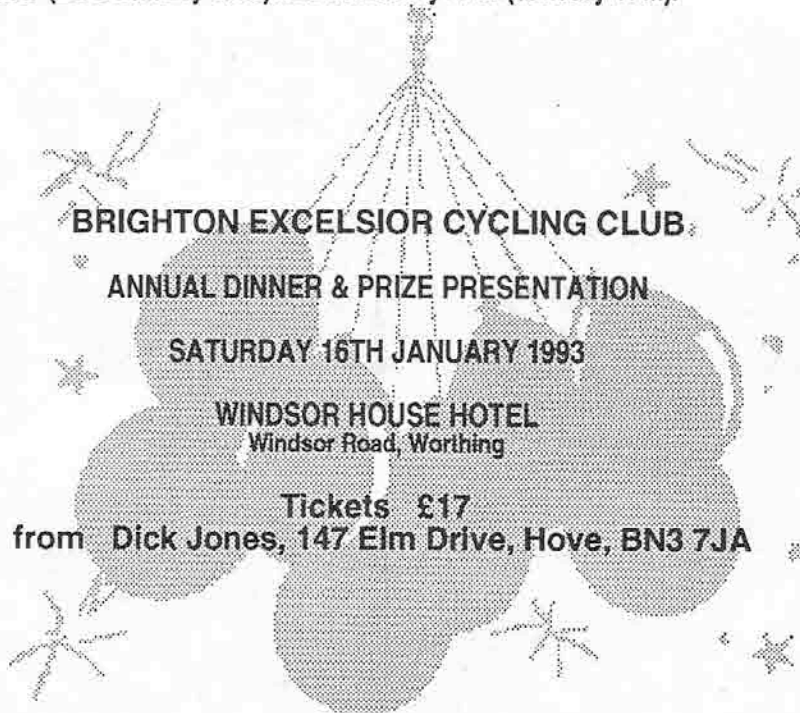
This is running on a bit, so the following day it was back to Cherbourg for the ferry, but first we had to get past customs. They seemed to suspect us of I know not what but one look at Dan and Peter had us out in the van where they poked about, searched Dan and Peter before finally letting us go.

Apart from all the above we have had a good season. Dan Bennett picking up awards in 10s and 25s. John Bennett going well in the bunches and to crown it all, Peter Cauldwell becoming ESCA B.A.R.

Don't forget the Nomads Dinner (23rd January 1993) and Reliability Trial (January 17th).

Take care, stay safe.

Geriatricus Nomadicus



BRIGHTON EXCELSIOR CYCLING CLUB

ANNUAL DINNER & PRIZE PRESENTATION

SATURDAY 16TH JANUARY 1993

WINDSOR HOUSE HOTEL
Windsor Road, Worthing

Tickets £17
from Dick Jones, 147 Elm Drive, Hove, BN3 7JA

A REMINDER FROM SIR CHARLES

One way or another we are all suffering from the recession and all businesses are having a job to survive, including our local cycle shop. Come the new year we will all expect our local cycle dealer to still be there to supply us with all the new gear and build our wheels. It's up to all of us to help them through the recession so they are still there when we need them. Why not think about getting some of your Christmas presents from your local cycle shop? Recommend your local dealer to friends who need a new bike. Give your dealer a chance to supply that new bit of equipment before you resort to mail order. You will probably find his price is just as keen as the mail order boys.

A few of the shops in ESCAland who support the sport are:
John Spooner Cycles. Phoenix Cycles. Ken Apps Cycles. Rayment Cycles
The Bike Store. Mike's Bikes. M & J Cycles.

If you know where to find them, support them.
There are probably others. Remind us for the next issue.

***WE HOPE TO GET THE NEXT BONKOUT FORDISTRIBUTION
AT THE HARDRIDERS.***

CLOSING DATE IS FEBRUARY 21ST 1993.

SUSSEX CYCLO-CROSS LEAGUE

SPONSORED BY RIK'S RECORDS OF HOVE

LEAGUE TABLE FOLLOWING THE 4TH EVENT AT LANCING ON NOVEMBER 8

(THE 5TH AND FINAL EVENT -NOT IN HANDBOOK- TAKES PLACE AT FAYGATE ON SUNDAY DEC.20
AT 1PM)

ANDY NEALE	EASTBOURNE ROVERS	30 POINTS
BARRY COOMBER	REGENT RC	30
JAMES DEARE	EASTBOURNE ROVERS	27
ANDY SEVIOUR	EASTBOURNE ROVERS	24
GARY WITTON	REGENT RC	19
STEVE DENNIS	EAST GRINSTEAD CC	16
TOM DENWOOD	VC ETOILE	15
TOM ROBERTS	BRIGHTON EXCELSIOR	11
CHRIS MCNAMARA	VC ETOILE	10
RICHARD SUTTON	VC ETOILE	9
JOHN WITHEY	VC ETOILE	7
VERNON SMITH	REGENT RC	5
RIK TAUB	REGENT RC	5
J WESTON	EASTBOURNE ROVERS	5
SIMON MCNAMARA	VC ETOILE	5
STEVE WILLIS	EASTBOURNE ROVERS	1
STEVE BLACKMORE	EAST GRINSTEAD CC	1
MARK KNOWLES	VC ETOILE	0
PHIL KING	REGENT RC	0
SIMON ROBERTS	BRIGHTON EXCELSIOR	0
STEVE ELMS	EAST GRINSTEAD CC	0
R WESTON	EASTBOURNE ROVERS	0
SIMON TAYLOR	REGENT RC	0
CHAS TAYLOR	EAST GRINSTEAD CC	0
MIKE MILLER	VC ETOILE	0
DAVE BARNARD	VC ETOILE	0
NIGEL MARTIN	VC ETOILE	0
SIMON DAVIES	REGENT RC	0
ANDY SELTZER	EAST GRINSTEAD CC	0
DAVE LEONARD	BRIGHTON EXCELSIOR	0
NICK LELLIOTT	WORTHING EXCELSIOR	0
BEN TOOVEY	BRIGHTON EXCELSIOR	0
GARY SIMS	UNATTACHED	0
DAVE BUNTING	VC ETOILE	0
BOB SMITH	EAST GRINSTEAD CC	0
SARAH LADE	EASTBOURNE ROVERS	0
GRAHAM LADE	EASTBOURNE ROVERS	0
GREG KNIGHT	REGENT RC	0

LEAGUE COORDINATOR: BRIAN HUTTON (0903) 205308.