

# **BOINK!**

**THE OFFICIAL JOURNAL**

**East Sussex  
Cycling Association**

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# EAST SUSSEX CYCLING ASSOCIATION



President Steve Dennis

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Secretary and Treasurer: Roy Humphrey, 4 Ebenezer Cottages, Framfield, Uckfield. TN22 5NR  
Editors: Maurice & Esther Carpenter, 10 Maplehurst Road, Baldslow, St.Leonards-on-sea. TN37 7NA

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**CLOSING DATE FOR NEXT EDITION OF BONK IS 14 NOVEMBER 1994**

## SUSSEX NOMADS C.C.

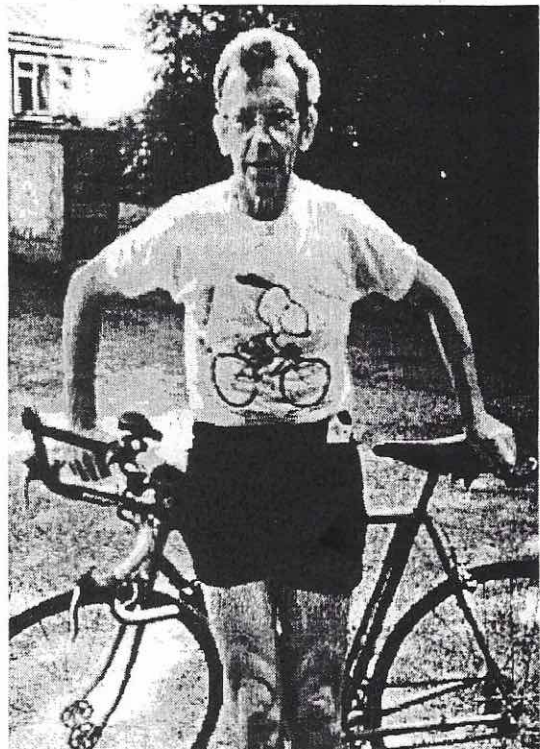
It is time again for BONK notes and although I missed the last edition these are still late.

Today (September 4th) I went to Alfriston to join in the Friendship Ride avec cyclists from France and Holland. Unfortunately I could only stay out until elevenses (I was on tea making duties at the Bowling Green), but it was nice to speak to cyclists from other countries; although I spoke with a Dutch cyclist I spent all my morning with the French. It was nice to have French cyclists whom I met last year remember me and say "bon jour, ca va!" but I do wonder why all the English riders go off and leave the French to find their own way around ESCAland.

I personally had a grand morning trying out my little bit of French (it is a good job they speak a little English) and showing them around the lanes. I was sorry to say goodbye at Boreham Street.

Still on the subject of French and France, it is Duo Normand time again; this year only four Nomads are going and are riding with members of other clubs. William with John Limpus in the junior section and Keith Chandler with Larry Limpus as vets. Tony Kennedy is riding with Gary Beckett. And wait for it Limbo is competing in the mixed event with a young lady Sarah Hughes, it is hoped she is not too quick up the hills.

This is all very different to original plans due to the unusual antics of Roger Davis who tried to ride through a police car from rear bumper to the front one with little success. Happily he got away without serious injuries to his face and arms but had a bad cut on his thigh (plaster off today), lost a little bit of finger and had a badly bruised hand. We all hope he will make a speedy recovery, get out on the bike again and be in France as cheer leader, general domestique and dogs body (can he pump up tyres with one hand?).



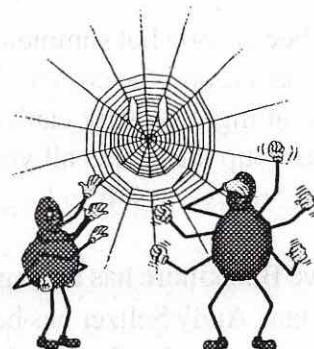
William Davis, now a junior, is going very well. Early in the season he did 1.2.57 on the Maresfield-Boship course and recently a 1.0.57 on H25/2. It will not be long before he gets a club '59' trophy. On the track he rode well in the Sussex Division Championship and finished in the 'A' group at Preston Park. The quote of the month William **STUFFED** the Boore for 5 minutes on H25/2 (Geoff's famous saying "easy peasy").

Tony Kennedy has been flying lately, he was in the Big Pile-up at Preston Park and was airborne for what seemed to him a long time but on landing he did minor damage to himself but wrote off the bike.

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He has been going well all the season in "10s" and "25s", doing around the 1.3.0 mark in "25s" but has asked me not to mention his first "100", so I won't.

Last week I rang up some of the team and asked for times, etc., but the only one I received was from G.B. but instead of a typewriter he has a pet spider. He has trained this spider (named Webby) to walk on an ink pad and then write his letters; the only trouble being Webby must be deaf and/or blind because nobody can read the resultant letter. I gather that he has been trying very hard all the year (Geoff that is, not Webby), travelling all over from Essex to Bristol. He has 23 minute "10s", 1.3/4/5/ etc. for "25"s and somehow managed to win first handicap in a "50". I wonder what he puts on his form, perhaps the handicapper could not read Webby's handwriting.



Adrian Morris has also been getting around chasing good times and has done 1.1. if not better plus many 2s and 3s, he also went on holiday to Yorkshire to ride a fast "50" but I have not heard how he got on.

Keith Chandler has been back on form going well on the road and at Preston Park getting his name in the comic for his efforts. The shame is, I understand, that he is not well again due to a recurring back problem.

Dave Challis who rides with something of a handicap still manages to do 27 minute "10s" and 70 minute "25s", while Vernon Hyde, the real ancient Nomad, thrashes around doing 25 miles in about 1.20.0. Both the Tims seem to be busy with work, etc. so we have not seen much of them, while Richard, when he does race, performs well.

The rumour is that Alan is to ride the E.S.C.A. "25", his sixth event of the season and hopes to improve his "25" time (plenty of scope as it is 1.13.1.). A new pair of tri-bars have been purchased, so watch out.

Well that's it, I hope I have not forgotten too many people or events. If I have, phone. There is always next time. See yer a bientot.

**LIMBO.**

<p style="text-align: center;"><b>WANTED</b></p> <p style="text-align: center;"><b>22" FRAME OR COMPLETE BIKE SUITABLE FOR TOURING. PREFERABLY 531.</b></p> <p style="text-align: center;"><b>Anthony Capeling 0424 427756</b></p>
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## EAST GRINSTEAD C.C.

So the summer has been and gone and so has that scrubber race they call Le Tour. Joking aside it was good to see Sean Yates in Yellow showing us all that Sussex can really produce some top class riders.

It's been a long hot summer and the legs and morale are starting to suffer but at least the reliability trials are just around the corner. The E.G. is still winning but one thing is still nagging us as we lay in our beds at night - why can't Steve Dennis get his 1st cat licence? Our Steve has been methodically picking up the points all year and is now just one short of gaining a place amongst the best. He still has a few events left so he should just get it.

Steve Blackmore has managed to attain first category status in between visits to the mafia to top up his sun tan. Andy Seltzer has become a second cat by putting in some solid performances during the year. In fact Andy was the top club finisher in the E.G.C.C's Woodgate Dairies Road Race in 15th place. The only finisher from E.G.C.C was Steve Elms who came in 17th after being in the winning break until he was shelled out with two laps to go.

Steve Elms rode his first 12 hour this year. He did well to turn out 258 miles but hasn't stopped moaning about it since. In fact, since riding the he has blamed every bad ride or performance on it and says he'll never ride another one. The event was again won by Steve Blackmore in an excellent 267 miles, mind you he looked like death warmed up at the finish.

It seems that Tim Ellis has had a brain transplant and has started competing in tri-athlons. At this new discipline Tim has found reasonable success and is chasing a place at the World Championships for his class. Tim also gets the 'Abu' award for his performance against Steve Elms in Portsmouth prior to the Tour de France stage. It appears that a handlebar lock and a sharp swerve are allowed these days so watch out in Surrey Leagues.

The only major target left for the E.G.C.C is the B.C.F. National 4-up Championships. This should be a real eye opener this year with Steves Blackmore and Elms and Tim Ellis confident that they can hold Steve Dennis's wheel for the full 80k. The boss, Tony Horrigan (who selected the team on the basis of 'stupidity ranking') believes the lads will perform well as long as they take it seriously (haha!). Tony is the most excited of all the team because he gets to do the following car and use his horn a lot.

It looks like winter will be upon us again and with it the club runs. Steve Elms has informed me that he has a really sadistic club run planned so no doubt he will be on his own. Steve also plans to win the E.S.C.A. Reliability Trial and follow up with a win in the Crawley Wheelers after Christmas.

Fortunately the winter isn't all gloom for we have the cyclo cross season starting soon. We hope to see new recruit Andy Neale, the current Sussex League champion, defend his title, backed up by Steve Dennis who can always pull out a good ride.

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Oh well, get those mudguards on and get to a tea shop.

See you in the pub.

Scratchman

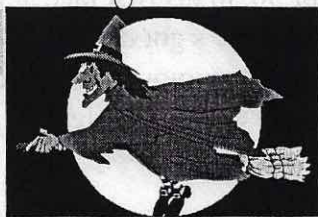
**K.C.A 12 HOUR TIME TRIAL**

**AUGUST 13th 1995**

Incorporating the  
**Roads Time Trial Council**  
**NATIONAL 12 HOUR**  
**CHAMPIONSHIP**

Please put the date in your diary

**NOW!**



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## LEWES WANDERERS

We've been putting ourselves about a bit on behalf of East Sussex cycling over the past few months. We've helped to save the world from the ravages of the road builders and the poisonous activities of motorists, and we've sent peace envoys into the troubled village of Laughton, where there's been rumblings of discontent about incursions by motorists posing as racing cyclists.

We'd never thought of ourselves as world saviours until we took part in Green Wheels Day in Lewes. We were (of course) chosen to lead the opening procession down the High Street where the Parade Marshal announced we were in the vanguard of a fight to save Lewes, Sussex, England and the Universe from motorists and lorry drivers. This didn't so much excite the crowd as surprise them, since the nucleus of our representation consisted of Tony Longhurst on a recumbent machine, Mick Hills and small grand-daughters on an ancient tandem and a few others scooting down the steep hill with one foot on the ground, desperately trying not to run into the Parade Marshal walking slowly in front. However the day wasn't entirely wasted because Richard Meed and Larry Limpus gained valuable experience during the afternoon, helping to run a cycling skills test. A few weeks later they took the equipment (constructed by Meed the Carpenter, See-saws Made To Order) to Laughton Village Fete. This was in response to a suggestion by the Vicar's wife that cycling's participation might calm down those Parish Councillors who strongly object to motoring cyclists blocking their roads, and would like to have them banned from using the Village Hall. Richard and Larry were the star turn on a blazing hot afternoon, despite the disruptive antics of a few young yobboes. Don't forget: if E.S.C.A. and other events can still use Laughton Village Hall in 1995, it'll probably be due to the sweated labour of Richard Meed and Larry Limpus.

Sweated labour also pushed Peter Baker a few yards beyond 400 miles (and a club record) in the Mitre 24. He wouldn't have made it, however, if he had not drunk two cups of tea when he collapsed on the finishing circuit with two hours to go. Well, if Bugno can keep going on caffeine, why not Pete Baker? Sweat also seems to have featured in the final stages of their four-month tour of Australasia and the Far East by Matthew Rabbetts and Carl Matthews. In the steamy jungle of Sarawak they astonished the youngsters of one village with their footballing skills. Matthew scored two goals and dealt with the opposing side's equivalent of Vinny Jones by treading on his bare feet.

We've managed a few team wins despite their absence, thanks partly to the amazing rejuvenation of Peter Gates and discovery of speed by Graham Jeffs, each of whom has shared in team awards. Peter's success is easy to explain: he's riding Richard Shipton's old bike, which is well used to high speeds. Graham has probably been inspired by being dubbed "the Crowborough veteran" in the local press. Peter Roberts has, as usual, been our consistent team leader at 25 miles (and is S.C.A. Champ. once again) but Ivan Luck, a highly successful tri-athlete - has extended his time-trialling experience to good effect. His second place "58" in the Bognor 50, in his first race at the distance, brought murmurs of "who's he?" round the result board. Since then he's got down to a 25-mile "57" and is preparing to represent Great Britain in the World Triathlon Championships in New Zealand in November. At the longer distances, Peter Price has been pushing his 140" gear steadily towards our Senior B.A.R. - and

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the vets one, too, since Gill Rogers put her foot down and wouldn't let Ron ride a "12". It wasn't that she thought he couldn't complete one - she just couldn't stand the nervous tension. Certainly, things happen in a 12-hour which don't occur in other events. Wild rumours have been circulating about the behaviour of the London South R.T.T.C. chairman at the start of the S.C.A. finishing circuit this year. Full details can be sent under plain cover to anyone over 18 enclosing an S.A.E. and £10. All we can say at the moment is that involves two Lewes Wanderers females and the delicate matter of upper leg development.

### *R ofrax*



*East Sussex's master of satorial elegance, Mr Geoffrey Boore, modelling his latest collection. Pale lilac shorts with a co-ordinated shirt; fuchsia socks, beige loafers and green and yellow Nomads' jacket.*

### Two testers, after the event.

"You look a mess" said Dave. "Did you have a bad ride?" "Awful" replies Graham. "And I'm upset" he added, and went on. "I arrived at the start late. Therefore I suffered early on for the lack of a warm-up; just got going when the rear tyre punctured at five miles. I then pulled the wheel over on the hill at the far end. Next, when taking the bend at Giles Farm, I skidded on a newly deposited cow pat and ended up the wrong side of the hedge, ruining my new skinsuit. It was the worst time I've ever recorded. And I'm upset because my wife thinks I'm out having fun."

### Ivan Picked For World Championships

Ivan Luck of Lewes Wanderers is to represent Britain in the 21 - 25 age group at the World Tri-athlon championships at Wellington, New Zealand in November. While on the way there he will stop at Hobart in Tazmania to represent Great Britain in the world Du-athlon championships in which competitors alternate between running and cycling and don't (to his relief) have to swim.

Ivan was selected by the British Tri-athlon Association on the strength of a number of good performances; but without a sponsor he has to meet his own expenses. Since joining the Wanderers last year he has got down to a '57 & 1.58 and has won some club events.

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## HICKEY COLUMN

I made mention in last quarter's edition of certain start problems I had encountered this year in a variety of events. I now learn that this appears to have advanced itself to B.A.R. qualifying events. Consider for instance the bath Road "100" which it is no longer feasible to run due mainly to traffic and marshalling problems. The same thing must now surely apply to the Goodmayes, which clearly has to rely on scores of marshals or well positioned signs to enable the event to be maintained. The other day two clubmen decided to ride the Goodmayes on F1 (? ED.) to achieve p.bs., etc. The journey is not inconsiderable, approximately 300 miles there and back, say 30 to the gallon, that is over £20. Having arrived safely for a 5.00 a.m. start time, they find no suitable accommodation for ablutions, I suspect no defined H.Q. There is a change of course on the day, with no time to study and compare with the original. I learnt sadly that there were no marshals whatsoever for at least the first few miles, hence both clubmen went off course. Arriving back at the makeshift H.Q. it appeared that other riders encountered the same problems; heaven knows where in Britain they come from. Clearly this is a case of total ineptitude and should have been fully reported to the D.C. in which the club resided. The least that the club could have done would be to re-imburse the petrol and entry expenses. Even a notice at the start would have been helpful. Whilst I have remained a critic of running two separate "100"s in Sussex I have always observed a necessity that by and large Sussex promotions adopt a sensible approach to their duties and if in doubt a marshal or directions are clearly visible. So, beware all aspirants looking for a change of scenery, ring up your promoter first and get precise info if not entirely clear on the start sheet.

Which brings me on to another old chestnut that is regularly thrown up, i.e. that the onus is on the rider to be familiar with the course, therefore the promoter cannot be held responsible if the rider goes off course in the event that he is mis-directed or there is no marshalling whatsoever. Many years ago you rode a predetermined course, with perhaps a turn halfway. Now you have to overcome countless roundabouts, road works, bad road surfaces and still keep a watchful eye that you are going the right way. I contend that the onus on the rider knowing the course is no longer credible and that promoters should not be encouraged to refer to this ruling to make up for their general inadequacies, in particular where riders have travelled many hundreds of miles on courses which are totally unknown (*I AGREE, IT'S TIME THAT REGULATION WAS SCRAPPED. ED.*)

Did you see W.H. Smith & Son produced window displays of the Tour with the centre spot reflecting a large portrait of 'Big Mig'; also Barclays were launching a mountain bike tour prize to highlight some banking facilities. Between them, Barclays and W.H.S. could afford to sponsor a whole series of racing facilities, culminating in the inception of a European road team. This could open the floodgates to sponsorship. It only needs this type of participation to start the ball rolling, it will be interesting to see whether, resulting from the Tour, we manage to persuade just one big organisation to throw in their support.

Nothing to report in July regarding the social scene. The July S.C.A. "100" promoted by Ray was a tremendous success, the boys had a good day and this was clearly reflected in the times achieved on

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that day. Having looked at the course and seeing what the local boys recorded you don't have to go far to get a fast "100". I would imagine that this would attract a number of BAR contenders when the word gets round.

I had a few minutes to spare the other evening and decided to see what Brian Mutton had to offer in his August edition on the prognosis of the 'toilets', i.e. Velo Club Etoile. Sampling just a few features and loosely put together comments, I got the distinct impression that the general decline in road racing in Sussex is primarily due to time trialling, different events on the same day, lack of entries, lack of positive numbers in the Divisional Champs with of course the obligatory throwback to the good old days when clearly the individual disciplines would pursue their own aims without too much interference. Unfortunately I feel that both Brian and his cohorts, sorry, writers, have once again glossed over the real reason why road racing is not as attractive as it should be.

Firstly the reason why the S.C.A. hold their 50 mile event on the date stated is simply to get in on an appropriate date in the calendar, since the Association run it in conjunction with the London South D.C. committee; historically it has to be run on or around a certain period to accommodate both the E.S.C.A. and other Club open promotions. Very few riders who ride road races are inconvenienced (they just don't ride). The real reason why the Sussex B.C.F. are not contacted is mainly due to their quite awful administration, organisation and appalling history of ineptitude and total lack of being in touch with what happens in the real world. Without stating the obvious, the officials who supervise these events are so lacking in imagination that I don't wonder why so few people ride road races. So many instances have occurred of poor and inadequate road racing supervision that I fear it puts a great many potential riders off ever competing in this discipline.

Certain Sussex officials lack respect and I am afraid totally lacking the simplest of communication skills, this it seems is also translated to the track, where I understand there are more incidents than a foggy day on the M25. No wonder there is a total reluctance for clubmen to participate in what can be certain carnage if they make the slightest error. Quality riders will always move from Club to Club or Division to Division. Migration is never a bad thing; it should never be condemned. In brief the riders involved are eager to compete against stronger competition. I think good old Steve Elms has been spending too much time listening to Brian's nostalgic reminiscences of road racing in the bygone years.

Any promoter nowadays has to run the gauntlet of protecting the public from abuse and total non tolerance of other user's of the course, police interference, roads which are totally inadequate, failure of the riders to observe even the simplest of rules and regulations, poor bike handling, poor maintenance, poor officials, a bewildering display of poor marshalling, plus an inexhaustible supply of cash supply of cash to make up for promotional shortfalls.

As a promoter of both types of discipline all road racing has to be on a pre-arranged circuit, where there is a total absence of cars, horses, dogs, etc. Most certainly all 3rd and 2nd category riders, juniors, vets and ladies, where their racing programme can be properly monitored without fear of infringement. Common sense instructions can be issued by the race stewards on racing conduct, very similar to those

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regulations that currently operate on the Continent. Proper Headquarters, adequate parking and on hand bike mechanics can all assist in updating our sport. Find a good circuit, make it a permanent venue, find a receptive committee and you can have a superb racing programme throughout the year. Want to know how to go about it! Well the first thing you do is to recruit a good P.R. man (yes, you pay him as well), he would do the business, make our sport safer and an attractive pursuit for the many hundreds of kids who just waste away their time. Keeping a course open attracts the police, District councillors and generates income by virtue of its existence.

Brian's "talking point feature" should also make certain mention that 'Etoile presence' in the time trial world is very limited, in addition to which they make absolutely no effort to support E.S.C.A. management or take any direct part in running any events. Heaven knows they have a cheek to whinge about a 50 mile Championship event that clashes with the traditional annual Sussex pantomime titled the Divisional Championships.

I hear on the grapevine that yet another Sussex club is undergoing some political upheavals. Eastbourne Rovers who recently celebrated 100 years uninterrupted service to the community is witnessing an internal power struggle which curiously enough is within the tester ranks and not Simon's cohorts on the road race scene. It seems that their promoter for the recent weekend double has excommunicated his own members from racing in his promotion (this has to be a first!) even the Lewes, that well known copier of other Clubs, has never benefited from these actions.

It has been said that the Lewes now contribute over 50% of any E.S.C.A. field. I am also told that Lewes somehow manipulated the staff at Impsport to have their colours permanently displayed in a room specifically used for Club colour presentation - I am afraid that the Lewes will stop at nothing to get some form of recognition which just goes to show that in the long run quality far outweighs quantity.

As previously stated I made a cursory inspection of Judy Budgen's cooking efforts at an Excel promotion recently. I have to say there is a distinct improvement all round. However her bread pudding just has to be improved. Perhaps that Southborough lady could send Judy the recipe she is the lady who is able to warm up the pudding on the day of the event. Never mind Judy, there is always the S.C.A. event in September and we still love you.

The last promotion of note is the Sussex Nomads hill climb sorry the E.S.C.A./S.C.A. hill climb in October. No, Judy is not baking on that day, this is a nice little number made more attractive by some really worthwhile prizes. The beauty of this event is that it is usually off the main road and a lot of people can do awful rides and get away with it. On behalf of Alan Limbrey and that quite unique Club can we encourage the less adventurous to try their luck. Let's have some women, sons and daughters, the elderly, the less fortunate, social outcasts and, perhaps to give it a little jannbau sait quoi perhaps 'Orry of the Lewes may be attracted as befits his nature.

*Au revoir, W.H.*

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## EASTBOURNE ROVERS

As most of you are probably aware the Rovers celebrate their Centenary this year. We were pleased to promote the veterans Road race Championship on Ashdown Forest, which turned out to be a great success. Particular thanks to John Blackman for all his efforts as organiser. We also 'borrowed' the Lewes Wanderers "10" course for an evening when Graham Lade promoted an event for past and present club members. Steve Willis was the winner but the event will be remembered for some of the rides coming out of retirement for the evening. Unfortunately not all of the participants will have such clear memories of the race. For example, George Henty, who was riding his first time trial for thirty nine years. Now apparently thirty nine years ago there were no such things as roundabouts and in time trials the riders did 'U' turns in the road. This would probably explain George's bizarre behaviour at the Boship Roundabout turn, where instead of encircling the roundabout he attempted to kiss it, at a speed of 25 m.p.h., in much the same manner as the Pope kisses the ground when he arrives in a foreign country. Now presumably a roundabout seemed somewhat foreign to George. Luckily after a trip to the hospital George is O.K.

FOOTNOTE. E.S.C.A.'s Boship Roundabout resident Ken Griffith reports that he removed a man's head print from the roundabout and it is recovering well and should be in perfect order for the next E.S.C.A. promotion.

**IF ANY OF YOU SEE THE LADE FAMILY OUT ASK THEM WHO HAS THE FASTEST TIME FOR A "50" THIS YEAR IN THEIR HOUSE.** Now this could result in the 'asker' being bought a drink. Conversely, it could also mean a soaking from a pint of Harvey's. I would be inclined to ask the blonde haired, good looking one.

We have just promoted our Open "10" and "25". Being our Centenary many cycle shops donated prizes for which the club is most grateful. N.B. To my knowledge no prizes were donated by mail order firms. Our congratulations go to Steve Elms of East Grinstead, the winner of both events, in particular his performance in the "25" which some of us will remember for quite a while. Equally pleasing is the fact that Steve is secretary of E.G.C.C. I, for one, always find it most pleasing when someone who wins also contributes to the administration of the sport. Well done, Steve.

While on the subject of our Open "10" I can report that one of the residents of Broomham Lane (the start of the "10" course) appears to be not exactly pro cycling. The problem was that the cyclists riding up and down Broomham Lane were making her next door neighbour's two alsatian dogs bark. The woman concerned was uttering such comments as why after fourteen years we couldn't go and race somewhere else. In all fairness to the woman the dogs were certainly making a dreadful noise but this was obviously not the fault of the cyclists. I tried to explain that all she had to do was ring her local Council (in this case Wealden) and demand that they do something about the noise, as is her right. The woman explained that she had to live next to these people and did not want to offend them. After further discussion the woman left to phone the police. Now I do not know whether or not she did this but what I do know is that we were involved in a perfectly legal and peaceful sport and as such our sport must

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be defended at all levels available to us in a democratic society, BY ALL OF US!

On the racing scene things are rather quiet with us at present with the likes of Paul Delani and Steve Willis not racing and most of the younger ones doing other things and the recent departure of Andy Neale to East Grinstead. However, most clubs go through these stages and we are hoping for better things next year.

*Rover*

**SOCIAL CALENDAR 1994/95**

**Central Sussex Prize Presentation & Buffet Lunch  
Staplefield  
Sunday 13th November  
Details from Barbara Atkins**

**E.S.C.A. Reliability Trial  
20th November 1994**

**V.T.T.A Surrey/Sussex A.G.M.  
27th November 1994**

**E.S.C.A. A.G.M.  
28 November 1994  
7.30 Framfield Village Hall**

**C.T.C. Mid Week Section Luncheon  
4th January 1995**

**E.S.C.A. Lunch and Prize Presentation  
8th January  
Framfield Village Hall**

**Eastbourne Rovers Annual Dinner  
21st January 1995**

**1066 Longmarkers Annual Dinner  
Hastings  
28th January 1995  
Details from Esther**

**V.T.T.A Surrey/Sussex Luncheon & Prize Presentation  
5th February 1995**

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## SOUTHBOROUGH WHEELERS

Congratulations to Brighton Mitre on their excellent promotion of the 24. It stirred up memories of the Catford event and moved Warwick Dunford to organise a club night ride starting, needless to say, at a pub. As closing time approached at the Golden Cross a motley assortment of club members gathered. Graham Seath riding his new bike on his first club run for over twenty years, is in training for his forthcoming challenge with Maurice Spear in the club's September "10"; Tim Chacksfield fresh from a pb of 56.35 on the E3; Doug Finch trying night riding for the first time and the MacNays whose attendance was short lived as young James had another prang! Peter Holland was Southborough's one rider in the 24 and he trundled his trike very steadily throughout for a 395 mile club record and 6th place overall in the event. Don Robb, Gwyneth and Esther had done the helping.

The Watson brothers, Peter and David, have had 'close encounters' throughout the season. Making the most of their junior status they have pursued 10 and 25 mile events in many areas. Twice they have dead-heated, twice separated by only one second and once by two seconds! At the time of writing Peter still has the edge at "25" (58.22) though David has won more of their battles. Father John Watson (sounds like a priest!) took a break from tandem riding to try a "100" and with 4.52.11 quite enjoyed it.

Another 'close encounter' has been Peter Fox's attempts to wrest the club "25" record from Ian Silvester (53.04 in 1982). His 3rd place in the C.C. Sudbury event produced a 53.07 and in the V.C. Slough he improved to 53.05! They do say a miss is as good as a mile but in this case it's about 15 yards. Nevertheless an impressive season has given Peter five wins in open events and numerous second places including three "50s" at 1.54 to 1.56.

What a superb atmosphere surrounded the Tour de France when it rode right through our home patch. Club members were scattered from Brenchley through Tunbridge Wells to Ashdown Forest and many on to Brighton, Alton, Harting and Portsmouth. Everyone reported good crowds with a cheerful reception even from total non-cyclists. The picture in Cycling of Tunbridge Wells (wrongly captioned Elm grove, Brighton) is said to include Jo Watson but I can't see her among the 1500 others.

Southborough promoted two evening criteriums at Groombridge and Mayfield in the hopes of attracting outsiders who would be down watching Le Tour. Unfortunately entries were poor for both events though the weather was excellent. Andy Seltzer of the East Grinstead C.C. and Mark Kilner of the V.C. Etoile dominated the racing. On July 31st the Frant circuit event for 2nds and 3rds did better, attracting a full field and ten reserves. P. Burnett of the V.C. Londres was the winner.

Steve Warnett has been the best of the club road racers this year but, as with nearly all of them, this is his first year. Colin Nightingale, James MacNay (another crash!), James de Turbeville, Neil Whelan, Nick Broad and more recently Lee Oliver all put a toe in the water at Lewes, Maidstone or Chatham in addition to the local crits and Kent League events but Mark Puckett remains the only rider to get points on his licence.

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Gill Tree is our only lady racer with good times in East Sussex giving her a good chance of the ladies BAR. Her 100 mile time of 4.55.04 on the F1 makes her one of only five club riders to have completed a "100" this year so far despite nearly forty people riding time trials. At 12 hours only Bill MacNay, Les Hayman and Peter Holland have finished with Bill easily leading the BAR table.

Peter Crofts had faded enthusiasm mid season but with a 54.01 "25" a week or so ago may yet re kindle enough fire to tackle the longer distances. Don Robb has begun to fire on all cylinders after twenty years of varying enthusiasm for racing. A 23 minute "10" has caused others, including his son Gareth, to sharpen up their own performances. Others on the comeback trail include John Harding - a 1.5.40 at almost 60, second claim Paul Abraham now Icknield R.C. with a 1.48 for a 50 and ex Southborough riders Paul Woodman (two 55s for "25") and Matthew Miles (well inside the hour again).

Successful 'beginners events' at a local school have produced several new riders to club events.

Esther again made a fine job of promoting the Kent CA 12 hour. This year it incorporated the National Vets event and attracted 52 entries. Unfortunately the wind reduced this to 30 finishers. Les Hayman was 3rd in the Vets event and won a 2.5 kilogram 'bucket' of maxim! Enough to fuel him for his next 40 years of competition or perhaps fuel the whole club for September. watch next BONK edition to see if Southborough have set the racing world alight - or all got stomach ache.

## Roamer

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## HASTINGS & ST. LEONARDS C.C.

This year the Hastings & St. Leonards club scene has seen a change in fortune for the better. Although there many notable individual performances last year was not a particularly good season for the Club as a whole. The 1993 evening time trial series was indicative of the Club's state with poor turn outs and its early conclusion due to insufficient support. Quite the reverse has been true this year, with few Club members featuring strongly on the wider racing scene but Wednesday evenings seeing the biggest attendances at events for many years. Despite being a small Club with only twenty nine memberships, we have been quite active this year. Several more 1066 Tri-athletes have been complementing their running and swimming by getting involved in more pure cycling activities. So far it is the tri-athletes who have dominated the shorter distance events and made the most consistent showing in road racing. The introduction of a steady paced club run twice a month has also helped bring a few newcomers into the Club and persuaded a number of those who are not quite up to race fitness to come out on their bikes more often. Some of the newer members have already the delights of open time trialling at the Eastbourne Rovers' events in August and are looking forward to having another go at the E.S.C.A. events in September.

Since the darker evenings have already brought the Wednesday evening time trials to an end, only the late September Sunday morning hill climb remains before the series of events for 1994 is completed. Derek Addrison's lead at the top of the table of twenty Club riders is unassailable since the best eight events in fourteen events count and Derek already has nine wins. Archie Soan in his first full season's racing, regretting that he did not take cycling up many years ago, should be safe in second place but there is still serious competition for the third place. Jon Sharples, a roadman returning to the fold after a few years out in the wilderness, could just pip Rob Dixon and Jon Hollidge despite only having ridden six events to date. Jon Hollidge, a newcomer who should be well pleased with his performances, could get there if he puts in a very strong hill climb and the others have an off day. However the wise money is on Rob Dixon, another rider enjoying his first complete season of racing, retaining his third position. Derek and Archie also head the all comers table of thirty four riders but would have been pushed to hold their positions if Paul Panagi, John Gumbrell and Mark Markowski had ridden more events.

The Club B.A.R. looks to be evergreen Vic Butler's again since he is the only first claim member riding (and completing) any event over 25 miles. Vic keeps disappearing abroad for months at a time telling us that he is working and that he does not have access to a bike let alone get out on one when away. We are not entirely convinced since he makes a show of being unfit on his return but within weeks he is telling us of the good times he has been getting. Hopefully some of those from a tri-athlon background can be persuaded to go for the longer events next season. They are used to pain and several put in very good times in the Club's 44 mile Rye-Hythe-Rye time trial so there is no reason why they cannot graduate to 50 and hopefully 100 mile events. Unfortunately there seems little enthusiasm for the 12 hour yet!

Only three members have been doing much in the way of road races. Steve Holland has ridden the most events and has thoroughly enjoyed his first season's racing. Since being junior Club champion

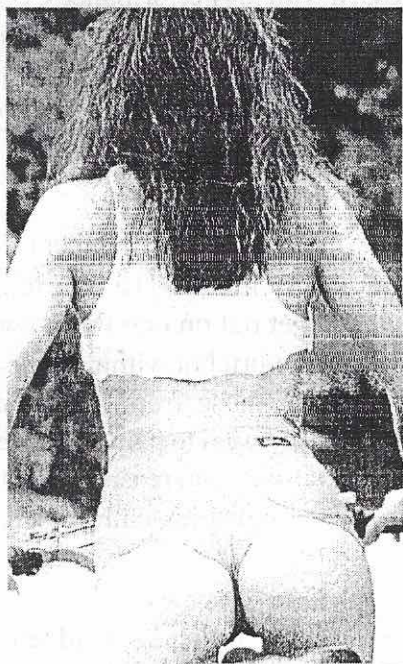
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in the seventies he has concentrated on his running and has been one of the best local long distance men. Slight problems with his knees has taken some of the edge off his running but does not seem to impair his performance on the bike. His strong riding has helped Steve Barkess, an international class tri-athlete, gain several good placings in bunch finishes. Towards the end of the season we have seen the welcome return of Jon 'Pocket Rocket' Sharples to racing. He has been placed in several races but has yet to regain his form of three years ago when his powerful sprinting always gave him a good result in bunch finishes. Several others have just tried one race and are promising to get fit over the winter for serious racing.

Another new venture for several members was a 100km Audax at the end of August. A well planned anti-clockwise route around Ashford was thoroughly enjoyed by all participants. The Hops and Hills event has been run by the CTC South Kent DA for a few years and should gain in popularity once more hear of the lovely lanes it traverses. Narrow single track lanes provided the hills for the first 25 miles. With the demise of the Kent hop gardens riders had to do with a visit to a pub for the hops element! South Kent also runs a 200km Audax early in July so some of us may well give it a go next year.

## **CHRIS PARKER**



## **Mid Week Section**

*For details of Wednesday rides.*

*Contact: Esther Carpenter*

**Also Saturday rides.**

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## CENTRAL SUSSEX C.C.

The Club evening events were run for another year on our hilly 9.2 mile circuit. Support was fair with perhaps a surprising result in the handicap section - the best aggregate handicap time over any three events: Peter Millin being first, with Mark Sussex (brother to Michael of the East Grinstead Cycling Club) second and Peter Cauldwell third. Fourth was stalwart veteran Rod Laker, his three rides included one where he covered a considerably longer distance as it was assumed that he knew the course - which he didn't. The first placed in the fastest on aggregate section was Peter Cauldwell, with Eric Bonner second and Mark Sussex third.

Youngest rider was twelve year old Andrew Burrell, elder son of one time roadman, Howard. Andrew, with younger brother Charles - all vets will remember grandad of the same name - and twin sisters, have all been regular performers at Preston Park track this Summer. Andrew has also ridden at Goodwood.

Alex Beale recorded the fastest time ever up and down the hills. His time of 22.40, which to a non-hill climber at anytime over the last forty years, is very commendable. Unfortunately after that ride Alex was one of the injured in the National R.R. Championship in Derbyshire (the report in Cycling Weekly appears to have played it down considerably, according to the comments made by Alex). He suffered a broken pelvis which was initially treated at Chesterfield; he was then brought south by ambulance to Haywards Heath, then another trip to St. Georges at Tooting for a major operation. He is now at home, mobile as much as a pair of crutches allow, but is not able to put any weight on the bad left leg. It is said that another three months will pass before he can really get around.

From the clutch of juveniles that we have collected this year Oliver Macefield seems the most dedicated, recording the fastest time of his group in the recent Eastbourne 10 mile. Of the Ross brothers, the elder, Ashley, thinks dad Les is mad, especially after looking after him in the Sussex Cycling Association 12 hour. While Daniel, despite completing the evening series is one of this world's imps.

Good news of 1995. With the road-works completed on the A23 and Handcross for the moment, we hope that a flat full 10 mile course can be found.

Kevin Harding seemed to be the unluckiest rider around. He seems doomed not to win a "25", even when he records the fastest time, as with his late start due to a dodgy watch in the S.C.A. Team Championship. But this season seemed to pick up on his trips to Jersey, from where he reports wins and seconds. He has also decided that mountain bike off road racing downhill in France is 'fantastic'.

**B.A.**

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## DIARY OF AN E.S.C.A. EVENT SECRETARY

*Michael Rabbetts has organised the E.S.C.A "100" on behalf of the Lewes Wanderers for all but one of the past 12 years and thinks the 1995 event will be his last. So for the benefit of all those anxious to succeed him, here's his 1993/94 diary.*

**AUGUST, 1993:** Ring the key holder of Upper Dicker village hall (she's the village shopkeeper) to make sure we can have the hall next year. Last year I made the mistake of taking our booking for granted and left it to February, when I was told our date had already been bagged by an organisation which trains dogs to chase cyclists. Serves me right. This year I speak to a young woman who tells me, in a delightfully attractive voice, that she and her husband have only just taken over the shop ( and hall bookings) and will be most awfully pleased to put E.S.C.A's name in her book. I look forward to meeting her next year, to see how well voice matches flesh, if you see what I mean.

**APRIL, 1994:** Time to write to a key number of potential marshals who don't belong to the Wanderers but who have regularly turned out for the E.S.C.A. "100". Dave and Audrey Morris for example, have been turn marshals at Little Common round-a-bout since well before my time and say they enjoy doing it. It's essential, however, not to take such help for granted - and to make sure they know it is appreciated. Letters (with SAE, of course) are better than telephone calls at this distance from the event: they stay in the memory longer.

**MAY, 1994:** Mick Burgess, being an efficient E.S.C.A. racing Secretary, lets me have a copy of the event notification he has sent to the police, and a reminder of the prize values. Strikes me they haven't changed all that much since I was an Open "100" event secretary in the 'fifties. Still it's not the money that counts: it's the sheer enjoyment of riding a long-distance event on a testing course and trying to stand upright afterwards. Towards the end of the month, start spreading the word among club members: whatever else you may have thought you were going to do on July 17th, cancel it in favour of standing on a draughty (and probably wet) roadside for a couple of hours. Can't understand why some say they intend going to France to see the Tour instead. Examples have been set by the positive response to my letters to Dave and Audrey, Rex Wells of Central Sussex and Jane Lade of Eastbourne Rovers (though Jane says she might have trouble getting Nicola out of bed before 9 o'clock).

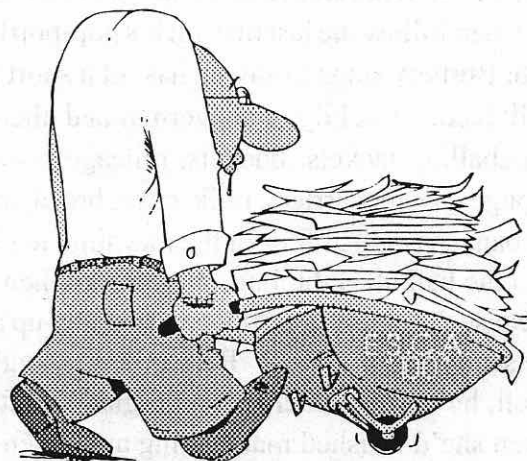
**JUNE, 1994:** Don't miss any opportunity to mention JULY 17 to any club member who's foolish enough to get within my voice range. No good leaving this Spreading of the Word until a week or so before the event; that gives victims the chance to make spurious excuses such as having to go to



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Granny's funeral. As Mick Burgess ("Undertaker to the Gentry") will tell you, the old dear is hardly likely to have died *six weeks* before she's buried.

**JULY 1st - 7th, 1994:** Many telephone calls and other contacts made to get confirmation of previous offers of help. Names of marshalling volunteers, press-ganged or otherwise, fitted into the 24 points which have to be covered, taking into account where they live (in long distance events there's such a wide area to be covered, in this case from Chailey to Bexhill). A shift system operates at some points - three separate teams to cover the Boship round-a-bout, for instance, though the E.S.C.A's chief marshal, Ken Griffiths, seems always willing to stay there for the full five hours. All E.S.C.A. riders should offer-up regular thanks in there bedtime prayers for Ken's solid reliability. Ensure that the drinks-and-sponges teams include some good runners.



here, the Comben family come in handy, though I suspect Bob will be happier inn a supervisory role. The first entries trickle in. Trickle? Why not a flood? Surely it's not because long-distance events are hard? Over the past 12 years, the average number of entries in the E.S.C.A. "100" is 26. If the two events in which the V.T.T.A. National Championship was incorporated are excluded, it drops to 22. This year, as in previous ones, the number of helpers is well over twice that figure.

**JULY 8th - 16th, 1994:** One advantage of a low entry is that there aren't so many names to include on the start sheet and result board though this is more than counterbalanced by the number of detailed marshalling instructions which have to be stuffed into envelopes. A well laid-out start sheet and result board can create an impression of efficiency, so it's a good job I've lashed out on a new computer toy. Pity about the handwriting on the result board, though. There are only 22 entries (again!) but the field is stronger than usual. Mike Marchant rings to tell me of his improvement in the S.C.A. "100" - and that he is using that event, and ours, as training for the S.C.A. "12". As I am handicapper and printer, I am able to get the start sheets in the post three days after the closing date. Thought on another time-saving ploy. Ride to the Upper Dicker Stores to collect the hall key instead of having it put under the flower pot for me to collect early on Sunday morning, when I usually wake up all the village dogs and am late in getting there anyway. Another advantage would be my being able to see whether the key holder lived up to the expectations raised by the loveliness of her voice. No, not quite, I'm afraid... Continue on to check whether road works south of Boship would cause problems and to make sure Charlie Robson's red paint at the start and finish has stood the test of time. Another annually agonising question is what to do about bananas. Should they be available at the start or not? The 1994 decision is "No" until Larry Limpus mentions that he enjoyed his last year. No expense to E.S.C.A., mind. The Rabbett's generosity is unbounded. when it comes to bananas. (In 1982, in our innocence, we prepared mountains of sandwiches, fruit cake, Kendal mint cake and bananas for handing up as used to be done in the good old 'fifties. Most of the riders refused the offer. Hope they suffered terrible hunger knock).

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**JULY 16/17, 1994:** Geoff Wilcocks rang to say his old motor car has developed severe stomach ache (well, it's an internal problem - I don't know anything about cars) and therefore won't be able to marshal at Windmill Hill. Ring Ron Newsam, who was to have marshalled at Pevensey round-a-bout and then follow the last man on his pop-pop to tell him to replace Geoff and go pop-popping from there. Pete Burbery rings to say he has hit a short sighted lorry driver's vehicle and won't be at the Holmes Hill feed. Luckily, its overmanned there anyway. Spend the evening gathering together the marshalling jackets, buckets, mileage boards, direction signs, numbers, result board/easel, bottles, sponges, water carriers, milk, cake, bread, tea, orange squash and other catering supplies. Oh yes, and 22 bananas. Up at four in the morning, loading Richard Meed's van by 4.40, at the hall by 5.15. Got into the hall all right, but found the kitchen locked and none of the keys would work. Bit of a crisis, because the catering staff were doubling up as marshals and wanted to prepare the food before forming the second Boship shift. Richard tries wiggling a piece of wire in the lock but only jammed it in there (well, he's a carpenter, not a burglar). Left it to Sandra Hill to wake up "She of the Golden Voice" when she'd finished marshalling at Golden Cross. Checked the lavatories had plenty of paper (very important. E.S.C.A start sheets are pretty poor substitute). Then to the start, with numbers and 22 bananas, to join the multi-skilled Mick Kilby (time keeping then marshalling) and Tony Gale (pushing off, then sponge providing). Gave Tony permission to eat all left-over bananas.

The rest of the morning is spent trying to keep ahead of Kevin Harding while we try to push mileage and direction signs into bone-hard verges. All marshals are in place, of course (never had a missing marshal in all the 12 years). Back at the hall, the kitchen crisis is over and the usual first-class food is available. Just as well, seeing the state some riders have been reduced to by the hot, strong breeze. One lies on his back. Tim Ellis comes in, bow legged, promising never to sneer at testers again. Clear up, push the hall key through the shop letter-box along with the hiring-fee cheque and a note making a provisional booking for the same Sunday next year. Then home by 1.30 to tell Snowdon's results service how Mike Marchant just managed to hold off Steve Blackmore's challenge.

**JULY 18/19, 1994:** Result sheet to do, and income/expenditure account to send to Roy Humphrey. The sooner these things are out of the way, the better. Can't understand why some Event Secretaries (outside ESCAland) take so long over getting rid of them. Write individual notes of congratulations to prize winners. Try to remember to thank as many of the helpers as possible (if not already done). It's on their continuing goodwill that the future of E.S.C.A. promotions depends.

*Michael Rabbets*

**CAYENNE WARMS COLD FEET (FROM READERS DIGEST)**

**"GROUND PEPPER WARMS ON CONTACT AND ISN'T TOO IRRITATING TO PUT DIRECTLY ON THE SKIN", DR HAAR SAYS. "MANY PEOPLE FIND THAT SPRINKLING A LITTLE CAYENNE IN THEIR SOCKS CAN HELP WARD OFF FROZEN TOES AND WARM THEIR FEET."**

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## CRAWLEY WHEELERS

Well in what has been a fine summer with very little wind and rain to mar cycling, we at Crawley have taken advantage of these conditions. On the Thursday evening Club events we've had good turn outs, leaving only a few slots available for privates. Paul James and Steve James have been dominant, with Pete Dankwart prominent in the later part along with Tim Osborne who's had a good season. The depth of improvement is such that over eighty personal bests have been recorded and numerous Club records re-written. Paul James and Steve Lenn taking the major ones. Tony Gould has all the trike ones and I (Chas Ayson) have the vet on standard 10 to 100 miles. There are an assortment of names making up the teams.

We've had regular mentions in the 'comic' in the results pages - Paul, Steve and Frank mostly. Hopefully we can look forward to next season for more improvements with new names challenging. Guy Etherton has been selected for England to go to Colorado for the M.T.B. International. We are proud and pleased for him and confident he will do his selection justice.

The tri-athletes have again had a good season, quite a few achieving p.bs. Dave Hill was selected internationally for his group as was Ken Edwards.

With the inclusion of tri-athlons into the Olympic movement, will cycling be raised to new levels. Keen top athletes and swimmers will be (or want to be) encouraged to meet the challenge of this demanding event. Along with these super competitors will be top coaches from other disciplines and high profile sponsors, which will introduce more technology.

Possibly the current national records will look very pedestrian when young (children) swimmers, runners, etc., who start their development at a very early age, cross into cycling, particularly if they specialise.

*Chas Ayson*

## UNE EXCURSION A FRANCE

Most of you will probably have heard, if not seen, that a certain bike race has recently taken place! As the Tour approached northern France a small contingent from Crawley Wheelers, namely myself, Paul Spenceley and Paul Jones, thought about dashing across to Calais to watch the T.T. So at more or less the last minute we packed our bikes in the car and headed for Dover in the early hours.

Ditching the car at Dover, Paul J. punctured two feet from the car - maybe less. Hopefully not an omen for the rest of the day! A mad dash for the ferry saw us joining an impromptu road race onto the ferry. Fighting off attacks from V.C. Meudon and Catford C.C. Crawley got not only the stage but also the prime up the climb onto the ferry. Probably helped by the fact that we knew which way to go!

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After a hearty, if not greasy breakfast (thank goodness the crossing was calm!), we found ourselves lining up for the start of the second stage.....off the ferry and through passport control. V.C. Meudon were now looking hungry but Central Sussex said they would work with us! I think, 'cos I can't clearly remember, we passed through passport control in excess of 25mph - a courteous 'bon jour' was all that was required. We now entered our third stage - a criterium through Calais. Crawley always showed at the front until we abandoned when we spotted the publicity caravan lining up before the start....

Here Paul S. excelled - if ever there was a jersey awarded for gaining the most handouts then Paul won easily - shame he couldn't get the team Issue Motorola bike in his pocket though!

We pedalled a bit up the coast to find a good vantage point on a sharp right-hand bend. We set up camp, only to be moved two dozen times as official vehicles and teams warming up decided to use this corner as an escape route. It did in fact turn out to be a very good spot, resulting in our faces appearing on the tele that night due to Eddy Seigneur over-cooking the bend and slithering to a halt right in front of us! he struggled off mumbling something under his breath about some chap called Boardman and going too fast round corners!

After the race had finished, another one started! The race for the official but discarded road-side Tour route markers. Crawley won two - much to the amusement of the local gendarmes! However, their transport home proved to be a little more tricky and probably contributed to our undoing in the middle of a packed Calais town centre... We were making steady progress looking for a 'tea-room', when I, wishing to respect local customs, traditions, not to mention laws, thought I would stop at a red traffic light. Unfortunately, Paul S. didn't and Paul J. couldn't. There was a screech, followed by a thump, then a crump from my back wheel as both Pauls ended up in a heap beside me with Paul S. ever the gentleman holding me upright, so as not to join them. The locals waiting to cross the road were amazed, amused, entertained, whatever, but at least our prize trophies remained unscathed!

We limped away to find solace in the nearest bar - all thoughts of a tea-room had vanished - if they existed in the first place! After some suitable refreshment we were soon enjoying Club Class facilities on board the ferry - fortunately I happened to know the guy running the lounge from my frequent cross channel travels, although it took a while for him to recognise me in my cycling attire! A few business men gave us more than a second glance as we sat, reminiscing over a fine day out, in our leary (sic) lycra.

As we disembarked and started the final race of the day - through Dover, signs of the Tour plus spectators had already begun to arrive and bristle with activity. For us, we had plenty to remember the day with - in more ways than one! including sunburn. Needless the day was well recorded on celluloid and anyone wishing to wade through a mountain of prints is more than welcome to do so.

Tim (Crawley Whs)

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**E.S.C.A. 48.3 MILE RELIABILITY TRIAL**  
**SUNDAY 20TH NOVEMBER 1994**

**COURSE DETAILS**

START at the King's Head, East Hoathly (TQ523163). Proceed up lane, take left fork to Hawkhurst Common, where take right fork signposted Waldron. At T junction, bear left. Straight ahead at crossroads to Roser's Cross, where take left fork signposted Hadlow Down. Halt at T junction with B2102, then straight across to halt at junction with B2239. Turn right (CARE) and proceed to junction with A267 (4.7mils). Bear left and follow A267 through Five Ashes to Butcher's Cross, where left on road signposted Rotherfield (6.9mils). Proceed to Ordnance Place, where take right fork (CARE) signposted Argos Hill (7.8mils). As you approach the top of the hill, which is a pleasant walk if you are not still mounted, you will see the windmill up to your right. Turn left at the crossroads at the top of the hill (8.8mils) and descend with care to T junction with B2101 just North of The Bicycle Arms. Turn left (CARE) and follow B2101 to **1st Checkpoint** at small lay-by on right (9.5mils) just before small green fenced sub-station on left

Proceed on B2101 to T junction, where right (CARE) to Rotherfield. Continue on B2100 to Millbrook Garden Centre, Jarvis Brook, where turn left on road signposted Hadlow Down (11.5mils). Follow road over railway and bear left at Plough & Horses up hill to mini-roundabout, where straight ahead up Hurtis Hill and past Windlesham Manor Retirement Home. On through golf course to halt at T junction with A26 at Crowborough Common (13.9mils). Turn left (CARE) and follow A26 past Crow & Gate to take next right (GREAT CARE) into the Ashdown Forest signposted Duddleswell. When you reach the B2026, turn left and almost immediately right (GREAT CARE) to follow same road to T junction with A22 at Nutley (18.1mils). Turn left and almost immediately right (EXTREME CARE) by Ganges Restaurant on road signposted Chelwood Gate. As you approach Chelwood Gate, turn left on road signposted Danehill (20.0mils). Down past Coach & Horses and up to Danehill. Turn left at T junction and then right at Danehill Stores (21.7mils) on road signposted Horsted Keynes. At T junction at Lucas Farm, turn left into Horsted Keynes. Continue on this road past loos on left (23.1mils) and straight ahead at crossroads to go under the Bluebell Railway and past the Mid-Sussex Water Board building. Follow the same road to the **2nd Checkpoint** at far end of Kingsford Lane (24.8mils) and just before left into Plummerden Lane.

Follow Plummerden Lane to T junction, where left to go under Bluebell Line again and up to Freshfield Crossways. Straight across at Freshfield Crossways to halt at A275 by The Sheffield Coach House. Straight across (CARE) and follow road through Fletching to halt at A272 (31.8mils) Straight across (CARE). At T junction, turn left (CARE) past pond and golf course to Shortbridge (32.6mils). If you are ahead of schedule, time for a quick one at The Peacock. Down across the river and turn left up the hill and over the A22 to the traffic lights at Uckfield (34.4mils). Turn right down main street and up to traffic lights at junction of B2102 (34.8mils). Turn left and follow B2102 to Framfield (36.4mils). Time for a quick one at the Hare & Hounds? Then on past the Humphrey Residence to Blackboys. At T junction (38.7mils), bear left. Take next right (GREAT CARE) opposite Sharlands Farm Workshops and Pottery (39.1mils). Down past Possingworth Manor. At Waldron War Memorial (40.7mils), bear right through Lions Green to **3rd Checkpoint** at Sharp's Corner junction with A267 (42.7mils).

Halt at A267, then right (GREAT CARE) and follow A267 through Horam to turn right (GREAT CARE) at May Garland. Continue and take right fork to Hale Green corner, where right by letterbox (45.4mils). Follow signs to East Hoathly to finish at **4th Checkpoint** at King's Head (TQ523163).



## **THE CHECKPOINTS**

Each rider will receive a Start Sheet and four numbered Check Cards, which must be carried with you during the Trial. Check Card No.1 will be given to the Checker at the 1st Checkpoint on the B2101 approximately 3/4 ml. North of The Bicycle Arms (9.5mls). Check Card No.2 will be given to the Checker in Kingsford Lane (24.8mls). Check Card No.3 will be given to the Checker at Sharp's Corner (42.7mls). Check Card No.4 will be given to the Checker and Timekeeper at the King's Head, East Hoathly.

## **CHOICE OF TIMES**

Riders may choose to complete the course in 2hrs.55mins., 3hrs.20mins., 3hrs.50mins. or 4hrs.10mins. and should specify their choice on the Entry Form.

The number of groups in each time category will depend on the number of entries. Groups in each time category will go off at 5min. intervals.

The first 4hr.10mins. group will go off at 0830 and finish between 1230 and 1240. The first 3hr.50mins. group will go off at 0840 and finish between 1220 and 1230. The first 3hr.20mins. group will go off at 0905 and will finish between 1215 and 1225. The first 2hr.55mins. group will go off at 0920 and finish between 1205 and 1215.

Every effort will be made to put riders in or near to the group that they have ticked on the Entry Form but the number of entries received will have an influence.

## **THE COST**

The Entry Fee is 50p per rider. Entry Forms are attached to this issue of BONK and additional forms will be sent to each member Club.

THE CLOSING DATE FOR ENTRIES IS WEDNESDAY 9TH NOVEMBER 1994. Entries should be sent or handed to Charles Robson, 39 Winchcombe Road, Eastbourne, East Sussex BN22 8DE.

Late entries and entries on the line will NOT be accepted.

## **INSURANCE**

All riders must be covered by third party insurance by being currently in membership of the BCF or CTC or being covered by their Club's insurance policy. Entry forms without the type of third party insurance indicated and your current membership number if appropriate, will NOT be accepted. This measure is for the safety of the majority.

## **THE REWARDS**

All riders on the Start Sheet completing the course in the chosen time will receive a Certificate, providing each of the 4 Checkers has received from you the correct card.

The Club with the largest number of successful riders on the Start Sheet will hold the Rally Shield for one year. In the event of a tie, the Club with the largest number of successful riders in the 2hrs.50mins. and 3hrs.20mins. groups will be the winner.

## **PARKING**

There is a public car park by the Church in the village. Parking is also available in the lane up which you ride from the start, but please do not block any field gates, respect the footpath and allow room for large milk lorries to get through.

Please do NOT park immediately outside the King's Head or opposite on the double yellow lines. There will be a Parking Marshall to help you. Any rider parking on the double yellow lines opposite the pub either before or after the event will be disqualified and is liable to prosecution.

## **TOILETS**

The toilets in the King's Head will be open from 0820 for riders and officials. Before that the toilets in the Sports Pavilion just down the road should be available.

On the course there are loos on the lefthand side of the road in Horsted Keynes at 23.1mls.

## **THE LUNCH**

The Lunch will be in the Hall and Restaurant of the King's Head, East Hoathly after the event. This year, to help those of you with longer journeys, the lunch will start a quarter of an hour earlier at 1315. A good 3 course lunch will be provided at the same modest price of £6.30 as last year, but there will be a completely new and extended menu and a Lunch Booking Form is provided with this issue of BONK. Further forms are available on request.

With such an attractive price and menu, EARLY BOOKING IS ADVISED as the seating is limited to 75 people. You do not have to ride to book for the lunch.

Priority will be given to bookings accompanied by the correct cash/cheque payment. A Lunch Booking Form should be completed for each person but cheques may be made out to cover several bookings and may also include entry fees. Cheques should be made out to "C.G.ROBSON".

Drinks are available at the bar and may be taken into lunch with you. Drinks, tea and coffee are not included in the price of the lunch but may be ordered as required.

## **GENERAL NOTES & SAFETY PRECAUTIONS**

Every effort will be made to make this an enjoyable day and all age groups are welcome. Please remember you MUST be covered by third party insurance.

Please remember to be as quiet as possible at the beginning of the Trial and to be considerate and polite to the local residents so we can come again.

Each Group should assemble tidily opposite the King's Head 5 minutes before their start time and should be prepared to give their names to a Checker. REMEMBER TO CARRY YOUR 4 CHECK CARDS.

Please use single file in narrow lanes and, if you should come up behind horses, please shout a warning so that the riders know you are approaching. If you meet horses coming towards you, please give them room and remember they are not fitted with brakes.

Hopefully you are fitted with brakes and you will need them. Will all riders (and dads) please ENSURE that all brakes are in good order.

Please be especially careful turning right off the A26 on to the Duddleswell Road, turning right off the A22 at Nutley and turning right off the A267 by the May Garland in Horam. At Nutley there is room to wait off road before turning right on to the Chelwood Gate road and, if traffic is heavy, please walk across. We do not want any accidents.

Please remember that the roads are not closed for the Reliability Trial and they are two way roads. Riders seen riding on the wrong side of the road may be disqualified.

All riders are asked to help in making this an enjoyable event free from any accidents. REMEMBER - CHECK YOUR BRAKES.

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## **THE "ARTEE" QUIZ**

Anyone sitting down to the Lunch after this year's Reliability Trial can enter this simple quiz. All you have to do is to write the answers to the following 8 questions below on a postcard, numbering them from 1 - 8, and hand the card to Charlie, Roy or Esther. First correct card "out of the hat" wins a bottle of wine and there may be some other prizes!

1. In which 2 years has the Trial course passed Drusilla's Zoo?
2. In which year did Crawley end Worthing's 6 year victory run?
3. In which 2 years was there snow during the Trial?
4. In which year did the course pass through East & West Hoathly (the latter with video surveillance)?
5. In which 2 years did the course pass The Kicking Donkey?
6. In which year was the tale of the Trial told in poetry?
7. In which year or years has the length of the Trial course been over 50 miles?
8. In which year was there a record 231 entries for the Trial?



**EAST SUSSEX CYCLING ASSOCIATION 48.3 MILE RELIABILITY TRIAL**

**ENTRY FORM**

Please enter me for the E.S.C.A. Reliability Trial on Sunday, 20th November, 1994

NAME \_\_\_\_\_ CLUB \_\_\_\_\_

ADDRESS \_\_\_\_\_

(PLEASE USE BLOCK CAPITALS)

I aim to complete the  
48.3 mile course in:-

2hrs.55mins.   
3hrs.20mins.   
3hrs.50mins.   
4hrs.10mins.

Preferred group 1  2   
Preferred group 1  2  3  4   
Preferred group 1  2

I enclose cash or cheque for 50p Cheques to be made out to "CG ROBSON"

I declare that on the day of the Trial I will be a paid up member of the BCF or CTC (delete as appropriate) and my Membership No. is \_\_\_\_\_

OR I am covered for third party insurance by my Club's insurance

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

Entries should be sent or handed to Charles Robson, 39 Winchcombe Road, Eastbourne, East Sussex BN22 8DE, **ON OR BEFORE WEDNESDAY, 9TH NOVEMBER, 1994**

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**EAST SUSSEX CYCLING ASSOCIATION**  
**LUNCH BOOKING FORM**

Please reserve me ONE seat for Lunch at the King's Head, East Hoathly, on  
Sunday, 20th November, 1994

NAME \_\_\_\_\_ CLUB \_\_\_\_\_

ADDRESS \_\_\_\_\_

(PLEASE USE BLOCK CAPITALS)

**THE MENU**

Carrot, Coriander and Orange Soup  or Home made Pate with French Bread   
or Avocado Salad

Beef in Red Wine Sauce  or Roast Sussex Turkey with Chestnut Stuffing & Chipolata   
or Stuffed Baked Aubergine  or Lancashire Hot Pot

Spotted Dick  or Chocolate Fudge Cake  or Pineapple Pavlova

I enclose cash or cheque for £6.30

Cheques to be made out to "CG ROBSON"

Please remember - EACH PERSON should complete a Lunch Booking Form but cheques may cover several bookings and your entry fee if you are riding the Reliability Trial.

Lunch Booking Forms should be sent or handed to Charles Robson, 39 Winchcombe Road, Eastbourne, East Sussex BN22 8DE, **ON OR BEFORE WEDNESDAY, 9th NOVEMBER**

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