

BOINK!

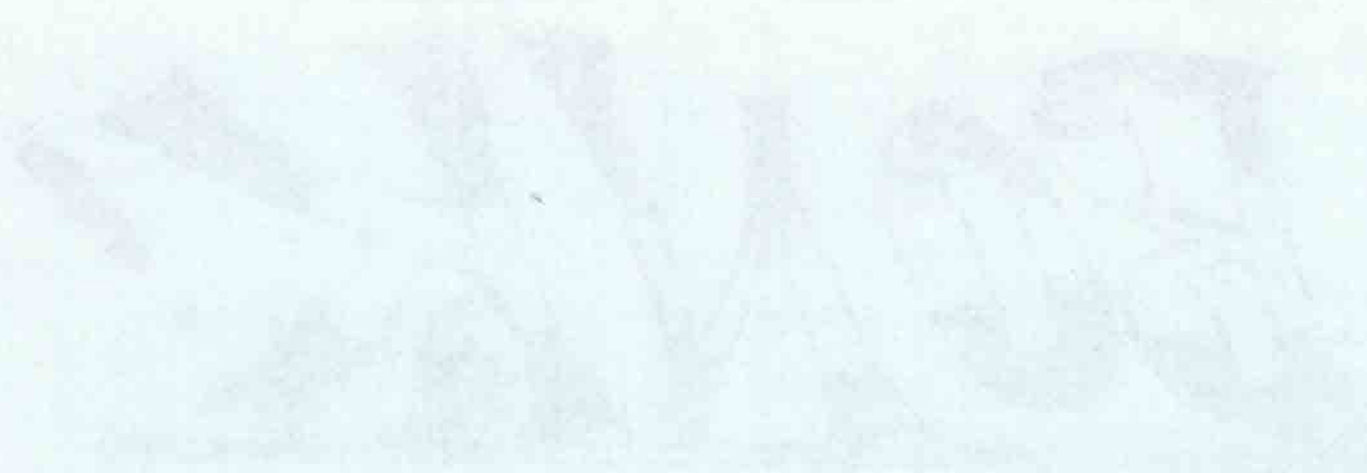
THE OFFICIAL JOURNAL

**East Sussex
Cycling Association**

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EAST SUSSEX CYCLING ASSOCIATION

President Richard Sutton

New Series No. 87

Summer 1999

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EDITORIAL

This issue comes to you with apologies for its lateness. Unfortunately this means that there will only be a few weeks between the time that this edition is circulated and the deadline date for the Autumn one. We do hope that club correspondents will be able to let us have their reports and also any dates for inclusion in the calendar.

Harry Featherstone was out of circulation during the early part of this season and had a serious operation some weeks ago. Everybody was surprised and pleased to see his name back on the start sheets at the end of June and furthermore, he was immediately back at the top where he belonged. Our best wishes for his continuing success go to Harry and Lily.

Regular riders who bang up and down the Dicker to Boship roundabout will have noticed Ken Griffiths absence. Ken has also been ill, and although he is a little better he is unable to walk down to the roundabout. We do miss Ken and hope that he will be able to get about more in the fullness of time.

We'll finish with a reminder of the next deadline which is SEPTEMBER 20th. Entry forms for the Reliability Trial will be attached. Do please support this event and also the lunch afterwards.

Maurice & Esther

WILLIAM HICKEY

I hadn't seen a Women's National event for some years and felt the need for speed, as Tom Cruise once said. Taking myself to the A31 between Farnham and Alton in Hants on May 8th in company with members of the Regent R.C. and Sussex Nomads C.C., on a rain washed afternoon was anything but fun. H.Q. was a hall with a well defined route - march to the main hall to secure numbers; refreshments were quite awful, clearly outside caterers had been promised a bumper turnout, so out came the Snickers, Mars bars and crisps, all priced generously in excess of any supermarket I have been to. No bread pudding, no cakes, no goodies, cold coffee, served by a supervisor and her over polite staff. A strict timetable was clearly the game plan, no refreshments until just before the riders started and most certainly nothing for any latecomers as it was being stacked away before the ink was dry on the result board.

The course was clearly not suitable, at the finish you actually race past the people who are starting, which is a little disconcerting. Clearly as a National Championship it has not captured the girls' enthusiasm since they were some thirty five short of a full field. Whilst Yvonne MacGregor's time was impressive in the circumstances I feel that there is an imbalance between the professionals and amateurs and all National Championships should be run for purely for those who are not privileged to follow a cycling career. Wet and bedraggled a few returned to the H.Q. to witness the presentation spectacle. No champagne splashing around here, a few chairs politely placed in front of the stage and some sixty or seventy souls clapping enthusiastically as each prizewinner received a medal and one of those quite awful R.T.T.C. hats that are ill-fitting and don't even 'perch' well. The Westerley R.C. who promoted probably did their best but even allowing for the conditions it was an awful event and not worthy of a National Championship.

The Crawley ladies were there to a girl and I was able to speak to Mike and Marina who told me that the bike shop cum hardware emporium was closed and anyway it's only a hobby not a real job!! So anybody who had a bike problem, or wanted some paraffin or bird seed had had it until Monday and knowing Mike, Monday is probably his day off, it's a funny old world!! Oh yes, Marina is now sporting a new bike, not a cobbled up job which might have come from the selection of irons outside their premises. I'm told that during working hours marina spends the takings on scratch cards. I've read of little acorns but seeing is believing, it appears that she invests in these cards and simply fills an old Isotonic jar with her winnings. In a year she made a cool grand which enabled her to purchase the bike. True or false? Who knows, it sounds as unlikely as Mr. B doing a '59' on the Crawley. Call me old fashioned but I could be mistaken in taking this one in.

I am also advised by the aforementioned that a total of nine and a half thousand miles have been done so far in anticipation of the Mitre's 24 hour endurance audax; not an event for the imaginative cycling fraternity, after that little lot I can see Mike's bikes suffering from some chronic non-openitis.

Been to Bexhill lately? I did regularly until I saw some graffiti in a Newhaven toilet which said, roughly translated, Newhaven for the continent, Bexhill for the incontinent!! Still, there'll always be that old hardy annual, the Mersey 24.



EASTBOURNE ROVERS CYCLING CLUB

Early Season. *It's that time of year again when all the results come flying in and I can't write quick enough to fit them all in. As we missed the last issue, there's lots to write about. I must just write down a few highlights of the year so far. Please forgive me if I have forgotten your personal best times. Everyone who races seems to be breaking their P.B.'s so the job of Time Trial Secretary is becoming very difficult as the riders don't let you know. Is the sudden increase in P.B.'s down to the added influence of sponsorship or to the new kit? Surely not the latter as we are still waiting for the skinsuits. Anyway everyone is going extremely well and the Club is very proud of your performances.*

Eastbourne Rovers' first club time trial of the year was the early season 10 mile held on Pevensey Marsh. Alan (Techno Man) Rolfe, riding his new carbon fibre aerodynamic racing bike sponsored by his father for winning an event last year, produced the fastest ride of the day in 24-18; Lloyd ("wait till I get my new bike") Grayston took second place in 24-23; Boyd (Man o' Bronze) Johnson was third in 24-28; Shaun Reed managed to break his seat pin but still produced a 24-30 ride to finish ahead of Simon Prior 24-36. First veteran was Steve Holland in 24-37 just ahead of fellow vet Colin Jones 25-17. Stuart Davis was eighth in 25-28. First schoolboy was Keith Newsam, a new signing from Lewes Wanderers, with a time of 26-17. Other notable rides were Max Norrell 26-21; Andy Stobbart 26-25; Stuart Wilkinson 26-59; Kevin Burton 27-18; Michael Davey 27-33, Chris Berryman 28-08; Richard Light 28-29; Stuart Medhurst 28-37; Tim Wells 28-52; Peter Moon 29-15; Graham Lade 29-52; Bob Norman 30-08 and Ben Curtis 31-54.

First open win of the season goes to Jon Sharples and Simon Prior in the E.S.C.A. 2-up setting a course and event record time of 51-17. Well done chaps! Alan Rolfe and Lloyd Grayston were fourth in 53-15 and Max Norrell and Stuart Davis were ninth in 55-06. Andy Parsons and Stuart Davis recorded 60-03 and Andy Stobbart and Dave Cox 61-40.

Boyd Johnson, Rover in form this season, turned in a personal best of 22-03 in the Luton Arrow Open 10. Boyd is gunning for a sub 22min. ride, so watch out. Keep taking the tablets - they are working!

James Dear, back with a bang, paired up successfully with Simon Prior to produce the fastest time in the Club's evening 2-up 10 mile TT. James, hoping to do 19 minutes, settled for a winning time of 21-40. Second place went to Colin Jones and Shaun Reed in 23-01 and in third spot were Tim Wells and Stuart Davis in 23-08. Fourth place saw schoolboy Keith Newsam team up with Kevin Burton to produce an excellent time of 23-55. Other times were Andy Stobbart and Andy Parsons 24-18; Graeme McKee and Stuart Wilkinson 24-31; Stuart Medhurst and Dave Cox 24-40; Colin and Neil McKee 26-33; Paul Charlton and Marina McCutchan 27-21; Mark and Heidi Arno 27-48; Cleo Webster and Emma Warner 27-51.

Triple Team Triumph. Eastbourne Rovers` superstar Jon Sharples led a Rovers team to victory in three separate events in one weekend.

The first event was an early morning time trial on the Tonbridge by-pass promoted by Sydenham Wheelers. Jon reversed the positions of the previous week pipping clubmate Nick Leech by three seconds with a time of 21-38 and taking third place overall. Nick took fourth place in 21-41 and the team was completed by Boyd Johnson in 22-33. This gave the team a winning total time of 1-05-42, just 2 seconds outside the club record.

Later the same day, Jon was in action again in the ESCA 10. Jon smashed the opposition to take overall victory in 21-29, Andy Seltzer (East Grinstead) was second in 22-33 and an on form Lloyd Grayston surprised a few people to take third place in 22-35.. Alan Rolfe was fifth in 22-53 to complete Eastbourne`s winning team time of 1-06-17.

Colin Jones was fastest veteran on the day finishing second on standard in 23-19 (+4-40) and was also good enough to take 7th fastest overall. Fourteen more Rovers completed the course. Mark Brittle in 24-04, Kevin Burton 24-34, Peter Moon improving to a new personal best of 25-24, Keith Newsam was first juvenile in 25-25, Paul Charlton 25-28, Jon Hollidge 25-38, Dave Cox 26-02, Chris Berryman 27-06, Graham Lade 27-11, Charles Robson 27-56, Mark Corliss 28-56, Marina McCutchan 29-38, Heidi Arno riding a mountain bike 30-37 just ahead of Cleo Webster 31-01.

The next morning (Sunday) saw 21 Eastbourne Rovers` riders finish in the ESCA 25. Jon Sharples won in style with a time of 56-18 and led the Rovers to their third team win of the weekend with Nick Leech taking second place in 56-27 and Paul Delani third in 56-31 giving a team time of 2-49-16. Eastbourne`s domination was so complete that their next three riders - Simon Prior 58-01, Boyd Johnson 58-02 and Alan Rolfe 58-59 - were second fastest team. Stuart Davis rode a personal best time of 1-00-28 and took first handicap award. Other times were Colin Jones 1-00-59, Kevin Burton 1-03-43, Andy Stobbart 1-03-51, Tim Wells 1-04-28, Keith Newsam, who took the first junior award, 1-05-32, Jon Hollidge 1-06-22, Richard Light 1-06-50, Andy Parsons 1-06-53, Dave Cox 1-07-02, Peter Moon 1-07-12, Stuart Medhurst 1-08-32, Chris Berryman 1-10-57, Charles Robson 1-11-44 and Cleo Webster 1-22-41.

In the combined ESCA event, Jon Sharples was the comfortable overall winner with an aggregate time of 1-17-47 with Alan Rolfe taking fourth spot in 1-21-52. Eastbourne`s veterans continued Eastbourne dominance with Colin Jones in first place (+15-52), Charles Robson second (+14-13) and Dave Cox third (+7-06).

Sharples Breaks Marsh Record. Jon Sharples claims the course record for the Pevensey to Little Common and back 10 mile course. Jon`s time of 21-17 slashes 13 seconds off the previous record held by clubmate Paul Delani. Jon`s super fast time was exceptional in the slow conditions that evening and so it is likely that the record will go again before the end of the season.

Nick Leech also produced a very fast ride just getting under 22 minutes with his 21-59 and Simon Prior, who was responsible for winding Jon up for his fast time, took third place in 22-36.

Other rides on the same evening were Alan Rolfe 23-01, Steve Holland 23-10, Boyd Johnson 23-33, Stuart Davis 23-39, Max Norrell 23-56, Colin Jones 23-59, Tim Wells 24-15, Andy Stobbart 25-06, Colin Enderson 25-07, Andy Parsons 25-10 and Kevin Burton 25-24.

Oliver Jasmon riding his first 10 produced an excellent 25-30, Keith Newsam first schoolboy recorded 25-36, Dave Cox 25-38, Jon Hollidge 25-39, Stuart Medhurst 25-40, Richard Light 25-53, Paul Charlton 25-56, Dale Cameron 26-29, Bob Norman 27-41, Chris Berryman 27-41, Neil McKee 27-42, Richard Arno 28-33, Marina McCutchan 28-50, Mark Arno 28-56, Cleo Webster 29-30 and Heidi Arno 30-19.

10 Mile Team Record. Super fast Jon Sharples led Eastbourne Rovers to another team victory in the Catford CC`s 10 on the Tonbridge by-pass. Jon`s time of 21-01 was good enough to take third place. Just 7 seconds slower, Nick Leech took sixth place in 21-08 and the team was completed by Simon Prior, who took ninth place in 21-29. The overall team time of 1-03-38 slashed over 2 minutes off the Rovers 1997 club record.

Other Rovers riders were Boyd Johnson 22-12, Alan Rolfe 22-23, Mark Brittle 24-21, Lloyd Grayston 24-46, Kevin Burton 24-48, Keith Newsam 24-50 and Charles Robson 26-58. The race was won by K.Murray (Pete Read Racing) in 20-26.

The next day early Sunday morning saw in form Jon Sharples storm to overall victory in the Addiscombe CC`s 25 at Pease Pottage. Jon`s time of 53-58 led Eastbourne to yet another team victory with the help of Nick Leech, who took fourth place in 55-48, and Lloyd Grayston, who took fifth place in a new personal best time of 55-53.

Fastest junior was top schoolboy Keith Newsam, who is finding a bit of form with an excellent time of 1-03-49. Other Rovers riders were Boyd Johnson and Alan Rolfe, who both managed to finish in the same time of 57-23, Kevin Burton 1-03-56 and Dave Cox with a new PB of 1-04-38.

Debut Track Victory. Eastbourne Rovers youngest racer, Philip Smith, has been making a name for himself in the under 12`s events in Brighton recently. Philip, aged 9, outstripped his three rivals in his first ever race at the Preston Park track, leading throughout the one lap 600 metre contest.

The handicap proved a tougher challenge for Philip as he had to start last having won the last race. Nevertheless he made up some ground and finished in a creditable third place, the winner being Adam Gent.

In the 2-lap scratch event, with all the riders starting together, Philip again made a break from the start and held a precarious lead at the bell. With half a lap to go, Adam made a spirited chase, but Philip managed a strong sprint and won by a clear 20 metres.

in the second meet, seven youngsters entered the under 12`s events. In the 1-lap scratch race, Philip gave a demonstration of speed and led throughout, heading off a strong challenge from Joshua Howie. The handicap race was won by Neil McClelland of Worthing RC. In the 2-lap contest, Philip`s plan to attack on the second lap was thwarted when Neil made a break from the start, splitting the field. However, Philip soon reeled him in and powered away to another well deserved win.

Another Evening, Another Win for Sharples. With the Eastbourne Rovers club evening series now well under way, top Eastbourne cyclist Jon Sharples made it two wins in a row with both times being under last year`s course record. Jon`s time across the Marsh of 21-25 was just 8 seconds outside the course record he set last week.

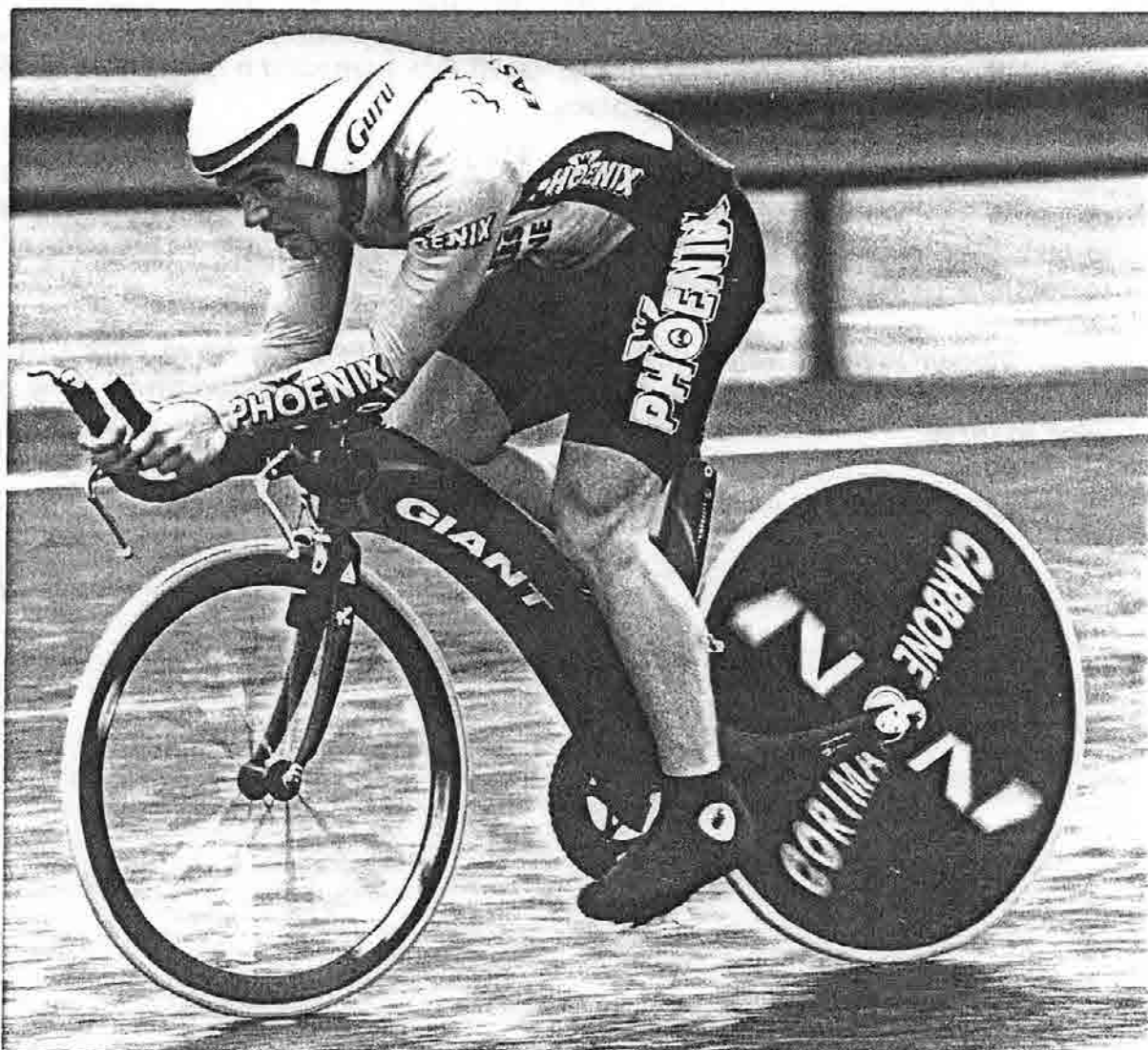
Simon Prior improved from last week`s position to take second place in 21-57, just one second ahead of Nick Leech in third place. Fourth place went to Alan Rolfe in 22-33, improving from last week`s time by 28 seconds. First veteran was Steve Holland taking fifth place in 22-44. Improving all the time, Stuart Davis managed a personal best of 23-06 taking sixth place ahead of Colin Jones, who was second veteran in seventh place with 23-42.

Other times were Tim Wells, 23-51, Stuart Wilkinson 24-35, And Stobbart 24-45, Jon Hollidge 24-48, Dave Cox 24-58, And Parsons 25-00, Kevin Burton 25-03, Keith Newsam first schoolboy 25-07, Paul Charlton and Richard Light 25-12, Pete Moon 25-15, Stuart Medhurst 25-46, Chris Berryman 26-08, Bob Norman 26-33, Colin McKee 27-24, Mark Arno 28-07, first lady Cleo Webster 28-39, Marina McCutchan 28-41 and Heidi Arno 29-41.

50 Mile Individual & Team Records Slashed. In the Eastern Counties Cycling Association's 50 mile time trial in Essex, in form Jon Sharples (see photo) smashed the club 50 mile record by 2min.15secs. producing a time of 1hr.47min.57secs. This was an improvement of over 5 minutes on his previous personal best time and was good enough to take second place only 38 seconds behind race winner Richard van Looy (Colchester Rovers). Jon's average speed over the 50 mile course was 27.791mph!

Simon Prior, the previous club record holder, produced a time of 1-50-16, just 4 seconds outside his old record and good enough to take third place. In fourth place, Lloyd Grayston also smashed his previous personal best by over 5 minutes to record 1-51-29 and take not only fourth place overall but also fifth handicap.

With Rovers riders filling 2nd, 3rd and 4th places, the team prize went to Eastbourne Rovers in 5hrs.29min.42secs. slicing a staggering 12min.46secs. off the previous club record of 5-42-28 set by Jon Sharples, Steven Willis and Paul Delani in 1997.



Jon Sharples (Eastbourne Rovers CC) at speed

Road Race Win for Paul. Eastbourne Rovers premier roadman, Paul Delani, showed everyone why he has been three times Sussex Champion by winning his first road race of the 1999 season on Sunday resplendent in his new club colours.

Paul, riding at Four Elms in Edenbridge, played a cool waiting game in the South east road race over 60 miles of undulating country roads. Attacking with only six miles left and time trialling alone at speeds of over 35mph, Paul crossed the line 20 seconds clear of the hectic bunch sprint.

Paul's experience had told him to wait for the right moment to attack and not to worry about many early breakaways in the aggressively ridden race. He took his chance just after the bell on the last lap.

"I gave it everything and didn't look back until 100 metres to go" Paul said afterwards before climbing onto the winners podium and receiving his well earned applause.

Stop Press! In the Veterans' National 10 Mile Championship on the A24 Holmwood course, Charles Robson was disappointed with his 27-57 which gave him a plus of 4-04 for 57th place. Dave Cox managed a faster time of 25-01 giving him a plus of 2-58 for 68th place.

Stuart Davis wins the Southend & County Middlemarkers 25 in a personal best time of 58-06. Tim Wells also produced a personal best of 58-45 to take third place. Charles Robson managed his fastest time of the year so far to finish in 1-04-27 giving Eastbourne another team win.

Steven Willis is back with a bang winning Friday's Hove Park Crit and Eastways circuit race on Bank Holiday Monday, taking Eastbourne's total road wins to three.

More race news in the next issue. That all folks!

EARS

HICKEY ABROAD

Periodically I get invitations to participate in clubruns, audax, randonnees and other events across the channel, as and when time permits, as previously reported on. They are just well organised road races, with the emphasis on finishing as quickly as possible and tough luck to whoever gets mechanical problems, it's certainly a case of 'Devil take the Hindmost'.

Recently we have seen the departure of the usual ferry arrangements at Newhaven, recently being replaced by Hovercraft who advertise a smooth journey in less than half the time of it's predecessor. Accompanied by the B.E.C.C. and Sussex Nomads C.C., some seventeen souls in total, we made our usual pilgrimage to the Archers road race in Crecy. Notable participants this year were the 'Looses' who had selected super domestiques Peter Baker, Chris Hill (most of the Nomads stayed away from Chris just in case the puncture aura which surrounds him was transferred - you can't be too careful these days!), and a very special appearance of Seymour the elder accompanied by his daughter's helmet and nearly new Fondriest. As usual the promotion digs and weather were kind to all. All participants finished and we made our way back to Dieppe at full racing pace. King Al demonstrated once again that he has total fluency in French; he was a face saver in subsequent dialogue, especially when, after getting to the Hover terminal, we were advised that adverse weather conditions had caused our hover to be withdrawn.

Plan B was put into operation - a quick ninety mile shunt to Calais and across to Dover where a coach would be waiting to transport us to Newhaven. As the French were obviously confident of their hasty emergency plans a few compensatory francs were thrown in for good behaviour (none of which could be used in the event). Well, surprise, surprise, the coach which was taking us to Calais was over an hour and a quarter late, which meant a later sea crossing at Calais, which meant no coach at Dover, which meant a fleet of taxis commandeered to take us to Newhaven. Quite apart from our transport which was scattered among various other vessels by this time, it was in the final hours of the following morning that we finally arrived at our destinations.

So fellow travellers, beware. If purchasing tickets for the Hovercraft, Seacat, call it what you like, be advised that the ticket conditions make it perfectly clear that the carrier can at his discretion, withdraw his labour at a moment's notice. I believe the Nomads are pursuing a compensation claim on the basis that irrespective, the carrier has a duty of care, and to spring this situation on the public makes a mockery of the channel service at all. It will be interesting to learn the result of this test case and we will publish the result of this claim at a later date.

However, buyer beware! Think twice before you venture on the Newhaven run.



IF WE DON'T USE IT WE'LL LOSE IT

YES PRESTON PARK TRACK in BRIGHTON is what I am talking about, this facility has been in use for over 100 years, but this week 2nd June 1999 we had five senior riders turn up to ride, all right it wasn't a very nice night, but we only get about 15 on a good night. It is the only track in Sussex but the apathy of riders is appalling.

With the advent of easy travel, i.e., most riders having a car, we ought to be packed out. But nobody bothers to turn up, even if it is just to watch. Us older members of the cycling fraternity remember when we had well over a hundred riders registered with the Sussex Cycle Racing League, and nearly all of the Sussex Clubs would be round the track as spectators, all having to travel by bike or train, coming from Hastings and Eastbourne in the East, Chichester and Bognor Regis, in the west and then from Horsham, Crawley, Uckfield and even Tunbridge Wells and Tonbridge, yes all around the county and beyond for every Wednesday meeting, which drew crowds of around 3.000 for an ordinary Wednesday evening meeting to over 10.000 for bank holiday meetings.

With this income we were able to afford to bring Professional riders like World Champion Reg Harris + three other world class riders to compete against him at the Bank Holiday meetings.

That's enough about the past, we must look towards the future and come up with some sensible solutions to our problems. First of all, DO WE NEED A TRACK. I consider we do, track racing is an excellent way to improve your bike handling skills and also increase your ability to ride faster. To win races the main thing you need is speed, obviously coupled with endurance, we all marvel at the speed of Chippolini, the Hill Climbing of Pantani, the Time Trialing of Boardman. But overall, it is the speed that makes the difference to winning in all types of discipline of our great sport. If you cannot ride fast enough to stay in the bunch, you have no chance of winning.

We are all different in our own body make-up, some of us do things in spurts of great energy, not only in cycling but in all walks of our life, some people have amazing endurance and can live life without very much sleep, others need 10 hours a night, some of us are slow thinkers and others have the instant reaction in what they do and the many other minute difference's that make up each individual.

Each one of these individual qualities can be enhanced with training and each one can be improved with riding on the Track.

If we want a new track in Brighton, and I think we do, we have got to show the people that matter that we can make the best use of our present facilities. Many sports hall are being talked about, and the developers are quite prepared to listen to our requests. The only way I can see of that finally happening is that a stadium must be multi-usable, so that several sports could use the same building.

All Sussex Cyclists should ask themselves, how can we improve our facilities, and how can each one of us do something positive towards that end. I understand that we have over 100 riders registered with the B.C.F. but very few seem to enter important events. You are wasting your money by not riding and making full use of your talents.

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Frank Blake

SOUTHBOROUGH WHEELERS

The racing season has got off to a very bad start this year. Club events have been hit by roadworks or bad weather. The early March 10 was reduced to 9 miles. The Robertsbridge and back had a full course but was held in a gale that soaked and froze all riders. The first evening event had to be cancelled due to poor light. The next was reduced from 10 to 9 miles due to roadworks and lights appeared on the Shipbourne circuit for the first time, reducing it from 18 to 14 miles. Later two circuits of Winchet Hill were changed to less than one. It all makes for a sort of lottery where you turn up expecting one distance on known roads and then race over another distance over unknown roads.

Gareth Rob has dominated the results including a win in the Robertsbridge event where I was convinced he would die of hypothermia he is so thin. Colin Nightingale beat him in one Winchet Hill event - by one second! In open rides David Watson produced a surprise '59' on the Pease Pottage course, although Colin already had a '57' on the E72. The KCA 25 was cancelled due to poor weather but all ESCA events have so far been unaffected. In the hardriders Southborough supplied nearly a quarter of the field - Paul Abraham just pipping Gareth for our fastest rider. In the 25 we had fourteen entries with Gill Tree the most unfortunate. She had most at stake with another tilt at the Ladies B.A.R. but punctured near the turn. In the 2-up we fielded six of the thirty three teams and managed an even bigger turnout of members to promote the event. We were pleased to be able to use the occasion to present a Kent vets trophy to Ron & Veronica Hayward for their longstanding tea-bar services to Kent and Sussex cycling.

Arthur Smith promoted a 10 for the vets on the new East Peckham by-pass. Hopes of this being super fast because it is flat and well surfaced seem to be fading. It isn't. On the other hand Tim Chacksfield promoted the club open 10 on Harrietsham (usually considered slow) and some really fast times were done.

On the subject of fast times it was Kim Vivian and Martin Derham who moved out of the slower bracket in one fell swoop. Both caught a fast day for the Hitchen MM 25. Kim improved his p.b. by four minutes to a 1.0 and Martin improved five minutes to a 1.3. Martin has been so fired up by this he has even won a handicap in a club event. This is a rare happening since once Warwick Dunford learns of a fast ride he usually manages to clobber the rider for any more handicaps that season. Jimmy George has raced less often this season but continues to excel. His 1.0.42 on a particularly hard day on Harrietsham put him amongst the leaders. He is again down to 21 minutes 10s and has recently been training on the Manchester track. John & Peter Watson have concentrated on tandem events with David & Gill occasionally making up a pairing with them.

Nine riders joined the hundreds (thousands?) Of others on the Red Ride. Most reported the tearups that it provided and the famous names that they rode alongside. First prize however must go to Peter Holland who cycled to Rochester to start (yes - no trike this time), rode the event then cycled home from Portsmouth thus covering the course twice in effect - 235 miles! He got home just before midnight. I suppose it's one way to train for a 24.

ROAMER



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6 May 1999

Dear Mick

I have been asked by the Executive Committee of the Sussex CA to write to you as General Secretary of the East Sussex CA to enquire whether it is worth exploring ways and means in which our two associations might co-operate more closely.

I hasten to add that we have no pre-conceived ideas of the extent of any such co-operation which could, of course, range from merely allowing members of any club affiliated to either association to ride in any association event promoted by the other association to a full merging of our activities. I appreciate the SCA approached ESCA in 1996 on this subject with a view to promoting the "100" on an alternate year basis. Mike Hayler has provided copies of the relevant correspondence so I am aware of the outcome and the reasons. However as over half of our Executive Committee has been elected since 1996 it is probably not surprising that this subject has been raised again.

As the majority of clubs in Sussex seem to be members of both associations, it is not unreasonable for newcomers to question why there are two separate bodies to promote events for essentially the same group of riders especially as they tend to be promoted, by and large, by the same band of willing helpers. Clearly the point made by Mike Rabbetts when the issue was raised in 1996 is most relevant in that two "100's" provide another opportunity for riders who fail to produce a good time in the first one. This is a concept it might be useful to explore further and seems an excellent starting point for closer co-operation to boost entries and increase competition with more qualifying events for our various BAR Competitions.

We all recognise that our events attract smaller fields than in the halcyon days of our youth although the continual decline in numbers seems to have been arrested in recent years. Probably the biggest change over the years is that both associations have moved from promoting association events, for the sole benefit of members of affiliated clubs, to promoting open events in an attempt to attract more entries. In 1999 Sussex CA will promote 8 events of which 5 will be opens whilst East Sussex CA plans to promote 7 events of which 3 are opens.

One major change that has occurred since the East Sussex Cycling Association was formed in 1946 is that most riders now use cars to travel to events so the eighty odd miles from one end of Sussex to the other does not mean a week-end away to race. Members of West Sussex clubs regularly race in East Sussex and vice-versa.

Another reason for raising the subject of closer co-operation again within three years is that the Sussex CA is concerned about the proposed new legislation to cover Cycle Racing on the Highway and the introduction of the concept of Common Minimum Standards for all sport on the highway. Whilst Time Trialling enjoys a very privileged position under existing legislation there must be a risk that this could be all swept away by the new legislation creating the concept of Safety Advisory Groups expected to be in place by October 1999.

It appears there could be an advantage if our two bodies could co-operate on this issue to be able to speak from a position of strength to both East and West Sussex County Councils or whatever local authority takes over the responsibility for duty of care on the roads. As we understand it, the notification of events will no longer be to Sussex Police alone but to a "Safety Advisory Group" made up of a local authority, highway authority, police, fire, and ambulance "experts". It must be recognised it is likely that this task will be assigned to a department of the Health & Safety Executive to co-ordinate. Now anyone who has had experience of dealing with HSE and Fire Officers will know that they tend to be bureaucratic jobsworths who will not be too concerned about finding ways and means to help promote our Sport in a safe and responsible manner. It is more likely they will be looking for ways and means to stop us. From my own experience of sitting on Local Transport Planning Forums, or Focus Groups, I am aware there is still a strong anti-cycling culture within most local authorities.

Therefore we feel there could be a significant advantage if we could speak from a position of strength as a co-ordinated body for the whole of Sussex.

As I mentioned above, this letter is just by way of an initial approach and we appreciate that any formal proposals for closer co-operation between our two associations would have to be agreed by the affiliated clubs in due course, particular if it involved some degree of amalgamation.

It would be very helpful to hear your views on the subject and whether you feel it would be appropriate to have a meeting of representatives from the Executive/Management Committees of both associations to explore the various options.

Kind regards

Yours sincerely

A handwritten signature in black ink, appearing to be 'Roy Fairchild', written over a faint circular stamp or watermark.

Roy Fairchild
General Secretary

BRIGHTON EXCELSIOR C.C.

On the road racing front our new recruit Stuart Fahey has done well, taking first place in the Surrey league road race on May 9th on the Barcombe circuit having taken the lead, he broke away with a couple of laps to go - gained about a minute and held out to the line! Well done. Since then he has had various other second and third placings and has migrated up to second category - a grand effort keep it up.

Ken Moffat. As many of you will know our member Ken had a very nasty accident involving a car near Brighton some months ago. Ken has been in hospital since then and has had to face an uphill struggle to come to terms with his injuries to date. He was taken to Royal Sussex in the first instance and later when the severity of his injuries was discovered he was transferred to the spinal unit at the Royal Orthopaedic Hospital in Stanmore, Middlesex. There, X-rays revealed that he had a T12 spinal injury, so two operations and weeks of lying flat on his back followed; then he contracted MRSA infection which laid him very low and delayed the start of his physiotherapy by seven weeks. As you can imagine this really got him down both mentally and physically.

Well the good news is that he is doing really well after weeks of very hard work on his part; he has good, albeit weak, movement in one leg and foot control and some sideways movement in the other. He has also had the full body brace taken off which has made him much more comfortable and independent in movement, as any movement made without thinking resulted in it digging into him.

With VERY tentative discharge dates later in the summer, things are really looking much brighter for the winner of our New Year's Day 10 mile race with a time of 25.30.

I know that you will all join us in sending Ken our best love and hopes for a full and speedy return to his bike.

Anyone passing Stanmore on their way home from an event during the early summer could be most welcome to drop in and see Ken, a cup of tea and a very keen ear awaits you all.

TIME TRIALS so far! The following list of event results this season - evening 10s have been pretty well supported so far this year, with some fair times returned. The first event on April 27th was won by Laurence Clifford in 23.43, followed by Paul Carruthers, 24.17 and Paul Cook, 24.22. Our ladies are making a good show this year with Sally Rogers and Kala Notton having a battle with finish times only a few seconds apart. On May 6th Sally's time was 27.47 and Kala's 28.35; the following week, Sally 27.34 was seventeen seconds ahead of Kala (27.51) and on May 25th Sally recorded 27.39 to Kala's 28.46. Well done and keep up the enthusiasm. On May 6th Stuart Fahey, 22.36 beat Laurence Clifford, 23.07 and Paul Cook, 23.55. On May 11th Stuart recorded 22.44. Laurence, 22.53 and Tim Holmes was third in 23.08. A fortnight later Steve Woodbridge came home in 22.09 followed by Tim Holmes, 22.35 and Laurence Clifford, 22.47.

We have also been active in open events as the following results will show. In the Worthing 25 Neil Garrett was 34th (1.8.4) and Peter Fray was 36th (1.8.10). The E.S.C.A. 25 saw Keith Balcombe (1.6.16), Mark Radley (1.9.21) and Neil Garrett (1.9.41) completing the event and Neil recorded 1.9.53 in the V.T.T.A. 25.

Roy Page paired with Tom Roberts in the S.C.A. 2up to come 20th in 1.16.31, whilst Keith Balcombe and Peter Parsons were 27th in 1.21.45. Sally Page and Kala Notton were 35th with 1.34.12. Tim Holmes and Robert Merrington rode in the S.C.A. 16.5 and finished in 40.57 and 46.54 respectively whilst Keith Balcombe elected to ride in the S.C.A. 25 the following morning and was rewarded with a time of 1.10.00. He improved on this on April 18th in the S.C.C.U. 25 to 1.6.58 and led in Mark Radley (1.10.25) and Neil Garrett (1.12.11). Keith went back slightly in the Addiscombe 25 to 1.7.13 whilst Mark improved to 1.8.43. However Keith's long trip to the Didcot Phoenix 25 was worthwhile posting a 1.1.36.

Keith then moved up a couple of distances to 50 miles and his 2.17.59 gave him a vets plus of 7.29. Pete Fray (2.22.02) and Neil Garrett (2.24.03) also rode but on this day Alan Robinson was fastest club rider in 2.9.58. In the S.C.A. 50 Tim Holmes (2.06) and Keith Pettifer (2.14) were our representatives.

After our open 25 on July 25th we are looking forward to the club picnic at the Star Inn, Steyning from mid-day onwards. Another important date which you should put in your diaries is the B.E.C.C. Annual Dinner at the Airport Restaurant Lounge, Shoreham on February 19th, 2000, with "Bill Posters Will Be Band". Bookings and enquiries to Dick Jones, 01273 770047.

Approximately a dozen of our members rode the 112 miles to finish the Pru Tour red Ride to finish in Portsmouth. All completed the course - with the help of an unusual north easterly tail wind. They had the privilege to be in company with Stephen Roache and other team stars on the ride. Thanks to Sally Rogers for organising the transport. The event was very well organised with refreshments and food stops if required throughout the course, also being a sponsored/fundraising event for Children's refuge, a good sum of cash was raised (sorry the final figure is not to hand).

Well that's it for now folks. See you up the road.

Excelsionian

HASTINGS & ST. LEONARDS C.C.

With the racing season now well under way, time to reflect on the early months. Probably the most important event in that time was our promotion of the ESCA 25, organised this year by roadman, Dave Freeman. All seemed to go well on the day - our thanks to Dave and all who helped on the day and congratulations to Jon Sharples, still second claim with Hastings, for winning the event. Jon is going faster than this year and obviously needs to with all of the competition over with the Rovers!

Our own time trial series is also well under way with a good number of p.bs. Being recorded on the Pevensey 10 course already. Good to see a number of new members coming out and giving it a go. Paul Baxter and Dave Beellen are already down in the 24s with Bill Roddick not far behind. Early points leader is Dave Dixon with Jay Miles and Archie Soan also going well.

Road racing has been a bit patchy so far, not particularly helped by the low number of races available for 3rd and 4th cats only locally. Dave Freeman and Dave Dixon have been down to Goodwood - Dave F. Recording a well earned 10th despite a rapidly deflating rear tyre which hampered his sprint somewhat!

Club members have also been fairly active in the multisport front, successfully participating in the Hastings duathlon, Buxton Beast duathlon and most recently, the Hi-Tec Challenge at Bewl Water which involved canoeing, mountain biking, cross country running and dragging logs from what I've heard.

Several members have also expressed interest in longer distances with the ESCA 50 and 100 enjoying our support. The 1066 Randonee was another event enjoyed by our riders.

Dyna-mile

Lewes Wanderers

The old man looked up from his tablet of stone, put down his mallet and chisel, and spluttered into his whiskers. "What do you mean, a new means of communication? What's the point of my carving freepages.pavilion.net/users/cmartin/ into this club newsletter? Gobbledegook, just damned gobbledegook!" Tears welled up in the old man's rheumy eyes and spilled on to his wizened cheeks. Two men in white coats caught hold of his arms and led him gently away.

Into his place slipped the suave, confident figure of Chris Martin, the personification of Millennium Man. He it is who has introduced Lewes Wanderers CC into the wonderful world of WEBSITES. Well, actually he has created one for the In-Gear shop of Pete Roberts and has added the club's news/info/gossip on to it. All clever stuff.

Before very long, we might even see our dear Bonk! magazine transferred onto the PC screen. Its popularity should soar, at least in the short term. Imagine all those porno browsers thinking they've discovered a new source of lascivious material, and desperately seeking sexual significance in the ESCA points league table.

As this Bonk! piece was being chiselled out, our National 24 team members were preparing for Mike Hayler's great test of stamina, strength and sanity. Our dark horse, Tony Gale, veteran of the Paris-Brest and similar incredibly long events, was to be managed by Horry Hemsley, who had generously given up his own chance of success. "I'll try to get you my lucky number 24 in the starting order, because you'll be riding the event for me," said Horry. (This contains the seeds of a good idea: why doesn't the RTTC allow stand-ins to be nominated, as well as reserves? No pain, no sweat: but the chance of a good performance!). Chris Martin's preparations were disrupted a couple of weeks before the 24. On the eve of riding in the Norwood Paragon 50 he gave his legs an extra-smooth shave, had an early night, set his alarm - and then slept through it. Our third rider, Pete Baker - with a 24 already in the bag - adopted an unusual training programme. In addition to piling on the miles himself, he made his children follow suit. Sara, at the age of nine, completed her longest solo ride - 25 miles in the Canterbury CTC Challenge; and Tom, who is seven, totted up a solo 11 miles elsewhere. Both have been in action at Preston Park - following in the tyre tracks of Mark Burgess, the Sussex Cycle Racing League's juvenile track champion.

Mark, now 15, is having another good season. He's the county's 1999 juvenile pursuit champion; he won the first juvenile event on the Hove Park circuit; and he took the bronze medal at the schools' National MTB Championships. We also have a promising time triallist in Stuart Maddock (14, looking like 17), who is developing his muscle-power in the Crowborough Mountains. Stuart holds the record for having the longest saddle-pin of any cyclist of his age in Sussex.

So the youngsters are doing all right. That's more than can be said for some of the older ones. Larry Limpus made an unexpected appearance at one of our evening tens on a tandem piloted by his son, John. "I'm just there as ballast," he said. "John's using me like a runner trains with a haversack full of stones on his back." How sad it is to see a grown man reduced to this. Larry was, after all, our Freewheeling Champion *for six consecutive years*. Pete Roberts, too, has not been the man he once was since he crashed in the ESCA reliability trial and smashed one of his arms. Imagine his delight, then, when Sean Yates asked him to be second mechanic for the Linda McCartney team in an Italian stage race. He was even more pleased when he was given the chance to sit in the team's service car - until he realised that he wouldn't be able to lean out of the window and use his bad arm if a rider wanted some mobile servicing. He kept this deficiency quiet, and a shout of "Car service!" made him break out into a cold sweat. Pete closed his eyes in prayer. But because he is a godly chap, always pleased to give shop discounts to his mates, he got his reward: the rider only wanted a helmet.

John Gallsworthy, another of the over-forties, wasn't quite so lucky. After a safe return from a tour of the wilds of New Zealand, he missed his footing while working on a staircase and slid to the bottom, ending up straddling a post. "He was badly bruised," said Sally Thorpe, who accompanied him on the tour. "I told him that it would be some time before he could have any more rides." What on earth could she mean?

Rotrax

BRIGHTON MITRE C.C

We spent twelve days in Wells in Somerset at Easter. On Good Friday we were outside the Town Hall and I spied two touring bikes against the wall. A little later a lady and gentleman came back to their bikes. I asked them if they were enjoying their tour and said that I had youth hostelled in the area fifty years ago and mentioned that I was a member of the Mitre. They too had toured the area in the fifties when they were members of the Croydon Section of the C.T.C. One of their members, Doris had married a Mitre member called Peter, and I immediately thought 'Peter Rice'! It turned out that they used to come to Brighton and stay with some of our members, so I produced a club hat out of my pocket; it was nice to meet someone who knew us, it certainly is a small world.

I must say it was nice to hear from Tony Richardson and Daniel Paine, both have confirmed to me that they will be racing again. Daniel is taking it easy this year and will be riding mainly short distance events to see how he recovers and Tony is having a break from competitive cycling for a while to rebuild his finances and energy.

Rupert Robin, Ray Smith and Tristan Court went over to Roubaix to see the finish of the hardest one day race on the calendar, the Paris-Roubaix. They went over in Rupert's minibus and took their bikes so were able to sample the track at Roubaix and then experienced the pave that the riders have to traverse to ride this magnificent event. The distance of the race was over approximately 170 miles and the average speed was just over 25mph!! Ray kindly brought me back a small piece of the pave and a programme which was much appreciated. It was only a week or two before that I went to the talk by Barry Hoban who rode the race several times and had some good stories to tell. That evening was organised by the Sussex Nomads and very good it was too. Thanks Geoff.

Some new members have come into the club, including Mark Farley, Theresa Spellman, Julien Mutimer, Stuart Daldy and Peter Evison. Peter rode his first ever 25in Robin's hilly event, recording 1.14.21. We hope they will all enjoy their cycling with us.

FRANK BLAKE

CLOSING DATE FOR NEXT EDITION of BONK
SEPTEMBER 20th 1999

THE PRUDENTIAL RED RIDE SUNDAY MAY 16TH 1999 (112 Miles Rochester to Portsmouth)

As soon as it was announced that the ride was being organised it got the adrenalin going and I was in the mood for another challenge and so I entered. As it was over a hundred miles I knew some training at getting the miles in was essential; I hadn't ridden a hundred miles in a day since a Catford C.C. '100' in 1956. So for several months I covered one hundred and fifty to two hundred miles a week. The longest ride was seventy five miles, thinking to myself, "I can always crawl the last thirty or so miles on the day".

Several people, including Esther, offered to get me to Rochester, and my friend John Moore took me the night before, where I stayed at a large B & B. The kind Asian owner allowed all bikes to be taken up to the bedrooms. I have never seen such a large mixture of cycles in one house.

The £10 entry fee included a pasta supper in the castle, a red jersey, itinerary and transportation of personal luggage down to the finish. At the supper they had a steel band playing, and sitting in were Stephen Roche, Tony Doyle and Alan Rushton.

I started at 8.00 a.m., wearing no.9, in a group of fifty; as they rushed out of the castle gates I questioned in my mind whether I was doing the right thing. Ninety per cent of the bikes were ridden by racers, including the Great Britain Pru Tour team riders who were testing the second stage of the following week's Pru Tour. It took me several miles to settle down as the faster boys and girls were doing bit and bit with team support vans stopping now and then to refresh their riders. I had to remind myself that this was not a race. I carried my five bars of Maxim chocolate flavoured energy bars plus a litre of Isostar energy drink, lemon flavoured.

At ten mile intervals, the first at Eridge Green, Isostar provided manned drink stalls at the side of the road where one could top up. It was here that one could chat a little to other club riders. My first people were Portsmouth C.T.C. and a fast group from the West Suffolk Wheelers. There were, I am told, some thirteen hundred entries including a few trikes and tandems. I have never seen so many marshalls in an event, sitting, standing and on motor bikes, mostly offering encouragement, this plus the excellent route arrows (who needed a route sheet?).

At fifty miles my taste buds were screaming for an alternative source of energy. Bananas were required, luckily we came to a Budgen's store in Haywards Heath that was open on Sunday. Many of us picked up the ripe ones and I devoured three before setting off again. The demand for Isostar was so great the refreshment stops were offering mineral water as an alternative.

It was the climb of Duncton Down near Chichester which brought me to walking pace, it was now a further eight miles to Goodwood Racecourse, where I and the other tourist types relaxed for a while. Gosh, I was pleased to get within twenty five miles of the finish when it got suddenly cold, I put my cape on and most riders were searching for extra clothing. During this ride it was compulsory to wear a helmet. This was my first time and it was not such an uncomfortable experience as I had expected. My main concern during the long ride was the dread of saddle soreness. However thankfully someone suggested bib-shorts which I found extra comfortable.

It was a great feeling to go under the A27 as the "Welcome to Portsmouth" sign appeared with seven miles to go. My average speed dropped to 12 m.p.h. but who cares, I received my certificate and a red kitbag plus a warm welcome. As I crossed the line my daughter Sarah arrived with her car. It was soon to be the hot bath and the memories of a most unusual cycling experience. Thanks Prudential, especially for the north east wind.

PETER LEE

MID-WEEK SECTION

As usual the summer period has been notable for the globetrotting undertaken by our members. The Draders went to New Zealand and the Isitts to Austria; closer to home Jack & Mary Dunn spent time in Angus and the Peak District, making a surprise visit to Ken & Iris in Etwall on the way home.

John Manville has qualified for the 'Paris/Brest/Paris' finishing in randonees at all distances up to 600k. To get a few more miles in his legs he rode and completed the Brighton Mitre 24 hour. We recently enjoyed a meet at John & Wilma's home in Hove; after elevenses in his garden he led a ride around the lanes finishing at the Sea Angling Club on Hove beach; this gave John the opportunity to prove to us just what a superb athlete he is when he finished off his day with a powerful swim in the sea.

We were also represented at the finish of the Tour de France. Peter Lee stocked up with Isostar which he used when preparing for the Red Ride. He completed the competition form on the label, 'filled in my name and address and composed a slogan', he told our reporter modestly, and found himself the lucky winner of a first class trip on Eurostar, three nights in a top hotel in Paris and a ringside seat on the Champs Elysees. He and his daughter Joanne found themselves within feet of Lance Armstrong as he paraded with his flag, and were able to cheer Chris Boardman when he completed the Tour. A week or two previously Chris Barber was playing at Bexhill and Peter won a CD in a competition run by the local paper, filling in his name and address and answering a question about the famous bandleader. It was just a pity that Chris couldn't remember any of the riders in the team he sponsored some years ago.

The next big undertaking by a number of our group is a trip to France for a week, then a week or two later it's up to Bodle Street Green for our Anniversary Lunch. You just don't know where the Mid-Week section will pop up next!

Who knows, maybe we'll be on the starting line for the ESCA RELIABILITY TRIAL!

Until then.... I am, yours

BAGGY SHORTS

CENTRAL SUSSEX C.C.

Despite a long break in transmission it is still as difficult to find the necessary inspiration to write as it every was. However, this will only prove that the Central Sussex are still alive and functioning in the East despite all sorts of rumours.

Earlier this year we run the Ron Ewart Memorial 25, this has the proud privilege to be the first event on the Time Trial calender (excepting the events on News Day) and this year it was b----y cold 7 degrees of frost when we left home. After some early problems with Road Works, the Police, Protesters, Monkey Farms et al the event was run on the Steyning 25 course without incident but, as usual with only a small entry. Bob Ward of the 34th Nomads was the winner in 57m 57s from Pete Main of the Redhill with 59m 35s. These were the only 2 rides under the hour and outstanding on such a cold day.

That got the season off to a good start, Mark Sussex and Tony Goodsell were soon in the results, Mark has been picking up some Road Race places and Tony has had a string of good 25 mile time with a couple of 56 minute rides recently just to proves that he can still go. He has aquired one of these 'GIANT' minature cycles with possibly the longest seat pin yet discovered.

Don and John Awcock have made the usual late start to the year but are speeding up and there is still promise of faster times to come. John had a nasty mix up with a stationary Tanker and collected some nasty scars, but this was over last Christmas and he seems to be getting back to form now. Steve Flowers, sporting a sparkling new machine is back on form and so far, is the only Club members who has actually improved this year.

The Club 10 series has started once again, quietly but not without incident. The first event attracted only 4 riders and had only 3 finishers Your correspondant hit a grass verge and landed in a patch of Nettles Very itchy..... However things have got a lot better and we are getting more riders now and less problems.

Historically we are still well in contact with some of our 'older' members Had a card from Don Cook recently, he is, or was at that time, in the Phillipines on tour. He was going on to Shanghai to start the Chinese piece. Don now lives in Thailand and has a facination for the Far East. Arthur Thorpe, this years new judge at Preston Park, callsin from time to time. Arthur has purchased a small sports car so that he can remember his past.....

John Dutson on the other hand has just purchased another Mountain Bike with front suspension so that he can take things a little easier. Our local 40 plus secyion (or is it later than that) Rex Wells, Alan Robinson and Rod Laker all have new bikes and are threatening an assult on the Club 10's. I shall have to revise a few handicaps I think.

More later, if the brain can stand it

Honest (but not very) Ginge

SOCIAL CALENDAR

1999

September 15th
Mid-Week section Anniversary Lunch

November 21st
E.S.C.A. Reliability Trial

November 28th
V.T.T.A. A.G.M.

December 9th
Lewes Wanderers Lunch

2000

January 10th
E.S.C.A. Lunch

January 19th
Sussex Nomads Dinner

January 29th
1066 Dinner

February 29th
Eastbourne Kovers Dinner

EAST SUSSEX CYCLING ASSOCIATION - 48ml. RELIABILITY TRIAL
SUNDAY 21st NOVEMBER 1999

COURSE DETAILS

START at the King's Head, East Hoathly. Turn right on old A22 and proceed to The Shaw roundabout. Take second exit (straight on) and then turn left into Back Lane at Halland. Turn left at T junction with B2192 (care) and ride through Shortgate and along The Broyle past the East Sussex Gliding Club to Ringmer. Turn right just after the pedestrian lights (one way system). Follow road past the Church of St. Mary the Virgin to T-junction with A26. Turn right (CARE) past The Cock and then left. Follow this road across the River Ouse, past the Barcombe Mills Station Restaurant and the Angler's Rest to Barcombe Cross.

Turn right at the mini-roundabout and cross the Bevern Stream, keeping left at the first fork and right at the second fork just past Gipp's Wood. Follow this road to cross the River Ouse again and emerge at the pond at Piltown. Turn left and almost immediately right to halt at the A272. Turn right (CARE) onto A272 and shortly take next left. Follow this road via Down Street and Funnell's Wood to Nutley. Turn left (CARE) on A22 past the Church. Take next right (GREAT CARE AND GOOD HAND SIGNALS) and proceed to B2026, where left and almost immediately right following Crowborough sign to join A26.

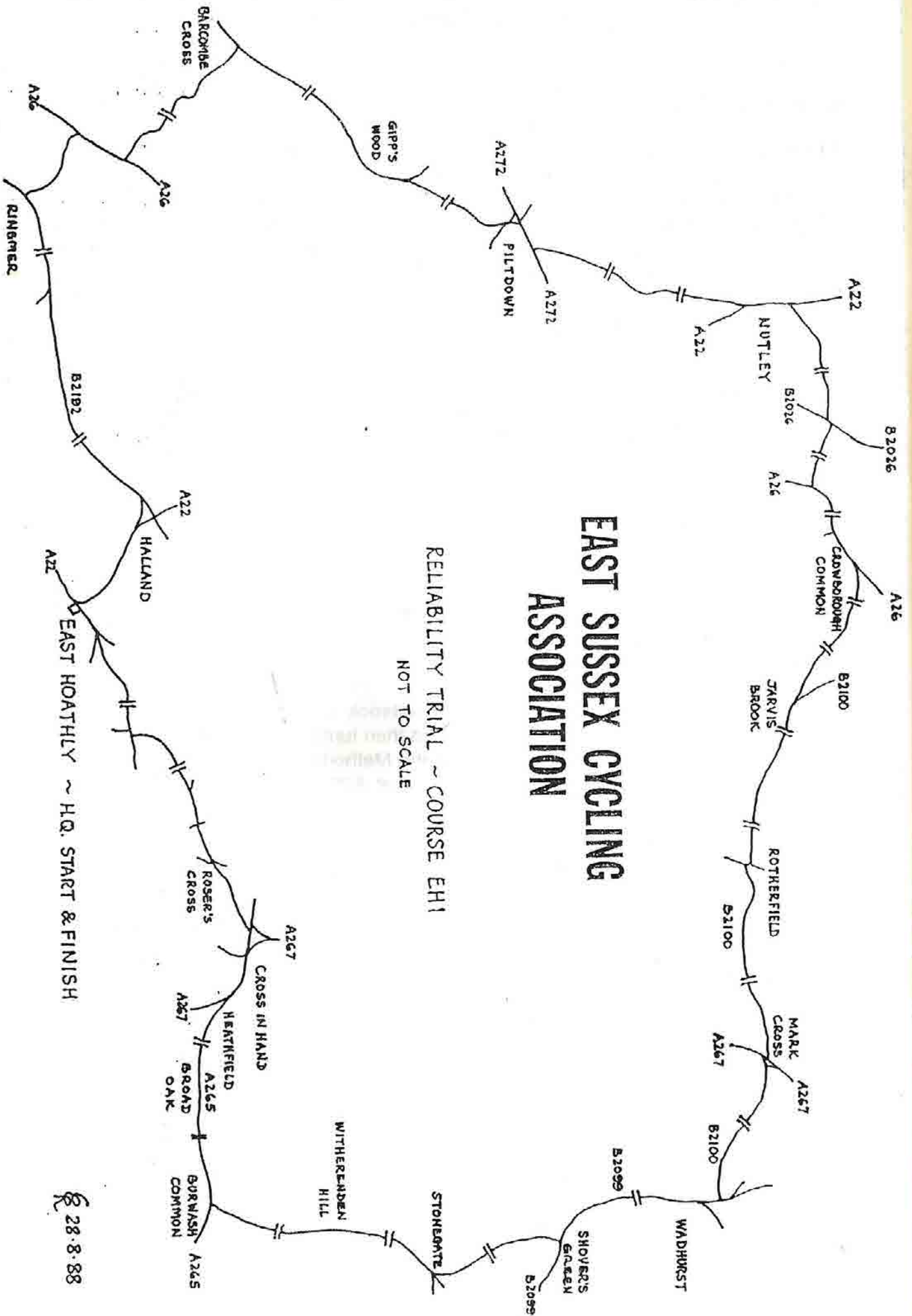
Turn left and climb past Crow & Gate PH to take next right (Sheep Plain Road) signposted Rotherfield. Keep your heads down but eyes open for flying balls as you ride through the golf course, go straight ahead at the Rose & Crown mini-roundabout and have your brakes ready for the descent past the Plough & Horses as you have a right turn over the bridge at the bottom of the hill. Proceed to Jarvis Brook T-junction with A2100 (HALT). Right (CARE) past Millbrook Garden Centre to Rotherfield following road to the right after the Church and then turning left (still on A2100) by the chemist. There follows a swift descent past the Methodist Church (PRAY) and under the railway bridge and on to Mark Cross. Halt at A267, then right (CARE), left and almost immediately right again (still on A2100) to T-junction at Wadhurst.

Turn right (CARE) and proceed through Wadhurst on B2099 to Shover's Green, where right (signposted Burwash Common) to Stonegate. Bear right past Church, down across the railway and across the River Rother via Witherenden Hill to Burwash Common. Halt at A265, then right (CARE) following A265 to Broad Oak. Straight on through Heathfield to Cross-in-Hand, where left and up the hill. Turn left again at the Methodist Chapel into Fir Grove Road and proceed through Roser's Cross carrying straight on till you reach a T-junction. Turn right (CARE) and up the hill following the signs for East Hoathly to finish at The King's Head.

NOTE: Full details of the course with Checkpoints, Mileages and Times will be in the Autumn issue of BONK. This will be the last ESCA Reliability Trial of this millennium so be sure not to miss it. Make a note of the date in your diary now! **Sunday 21st November, 1999.** Following the Reliability Trial there will be a Cyclists' Lunch at The King's Head, East Hoathly. **ENTRY FORMS & LUNCH BOOKING FORMS IN THE NEXT ISSUE OF BONK. Be sure not to miss it!**

EAST SUSSEX CYCLING ASSOCIATION

RELIABILITY TRIAL ~ COURSE EH1
NOT TO SCALE



£ 28.8.88