



Issue 10 –August 2007

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The Official Monthly Newsletter of the Eastbourne Rovers Cycling Club

EDITORIAL



“AU REVOIR” GRAHAM

Last Monday at the Clubroom 16 Club Members said “au revoir” to our long serving tea maker, Graham Cox, who has been acting in that capacity for “more years than anyone, including Graham, can remember”. Your President thanked Graham for his dedication to the task over many years despite poor attendance some weeks. Graham responded and your Chairman presented Graham with some wine and chocolates as a token of the Club’s appreciation.

We hope that Graham will be able to get down to the clubroom occasionally.

Graham serving George Henty with a welcome “cuppa”

We will not be going thirsty at future Clubnights as Dave Dunbar will be taking over the tea making responsibilities and we thank Dave for volunteering. Please come down and support the Clubnights and the refreshments provided.

On the racing front, Emma Richards won the ladies prize in the Bognor Regis 50, well done Emma.

I apologise for the late publication of the Newsletter this month but I am rather busy with family, preparing for PBP next week and coping with life in general. I have been unable to get out on any Thursday for ages for various reasons, where does the time go?

Richard

Useful Contact Info:

Brian Holt: Secretary : 01323 520646 / 07767 666393
Graham Lade: Chairman: 01323 509408

Peter Moon: Treasurer and Club Kit: 01323 485180
Harry Featherstone: Time Trials Secretary - 01323 841034
Dave Cox: Evening Time Trial Series and Sunday Rides - 01323 507916
Alan Symonds: Press Secretary: 01323 844053 – agenservice@tiscali.co.uk

WHAT'S ON – ON AND OFF THE BIKE

Club Night: Every Monday evening from 8.00pm – 10.30pm (excluding bank holidays) at the Stone Cross Memorial Hall (opposite the Red Lion Public House). Chance to meet and socialise, catch up with recent news and gossip. Refreshments available.

Coached Turbo Sessions: Stone Cross Memorial Hall on “winter” Monday evenings (during the club night) from 8.30pm to 9.30pm (set up at 8pm). **A structured turbo session is held throughout the “winter” months (October to April).** Free to club members, only £2 for non –members. All welcome, its getting really popular, - come and give it a go! Bring your own turbo and bike. Any queries please contact Graham Lade who will co-ordinate these sessions. Richard Thomas has the complete set of programmes from Theresa if you want to try it at home!

Winter Club Runs: Meet at the Horse and Groom Public House at Polegate crossroads at 9.15am each Sunday. Variations to the type and length of ride will be made to suit the ability of the riders. For any further information please contact Dave Cox : tel: 01323 507916 or any other members of the committee.

Club Clothing: Peter Moon has the order forms for your kit, including bib shorts. Money with order please.

PRESS REPORT: ALAN SYMONDS

Alan has submitted some Reports to the local paper but your Editor has no information regarding their publication, they may have appeared in the Gazette on Wednesday's as I have not seen anything in the Friday Herald.

EVENING series

I apologise for the lack of results but I have not had time to put them all in. They should be on the website for those with internet access.

9TH AUGUST 2007
Birling Gap/Beachy Head Circuit

2 LAP

STUART MEDHURST	(18.46)	38.29
STEVE FRAME	(19.15)	39.08
GRAEME HADLOW	(19.27)	39.28
ANDY STOBART	(20.32)	42.00
IAIN BROGDEN	(20.45)	42.29
STEVE HUMPHREY	D.N.F.	

P.T.T. 2 LAPS

M. MOREL	(19.24)	39.09
A. ROGERS	(20.49)	42.18
B. COLEMAN	(22.21)	45.09

1 LAP

STUART DAVIS	19.58
ADAM FORD	20.25
MICHAEL VALKS	21.11
DAVE COX	23.09

P.T.T. 1 LAP

J. PRINGLE	18.31
J. SALTER	20.04
P. BARLING	20.25
A. LESTER	20.34

PETER INGRAM 33.20

POINTS AFTER 15 RACES

S. MEDHURST	6	D. COX	31
P. MOON	9	P. FULLER	40
S. DAVIS	13	T. MURPHY	43
G. HADLOW	13	A. SYMONDS	49
M. VALKS	17	J. SEVIOUR	51
A. STOBART	24	E. RICHARDS	52
A. FORD	25	P. INGRAM	56
T. FULLER	28	A. PARSONS	61

TIMEKEEPERS GRAHAM LADE & DAVE DUNBAR
MARSHAL KEN BECKETT (GEMINI CYCLING CLUB)

NUMBERS SPONSORED BY KONTOUR CYCLES 01323 482368

OPEN and ASSOCIATION RACING RESULTS

Our dedicated team of regulars have ridden the Bec 10 and 25, Southborough & DW 25, Bognor Regis 50, VTTA Wessex Champs 50 and ECCA 100 this month and the results, where available from CTT website or from Harry, are shown below.

Harry had a nice tale concerning the Bec 10. Gordon Macauley of the Plowman Craven Team won the event and at the end of the event, Harry's gear lever fell apart and dropped bits along the road edge. Gordon was with Harry at the time and went back and found all the bits. A nice gesture from a quality rider. The Plowman Craven set up is a good humoured and well intentioned team, who recently gave a team prize win to a local charity.

Bec 10 mile 7 July 2007

10 th	Steve Frame	21:50
32 nd	Peter Moon	23:08
51 st	Adam Ford	24:21
63 rd	Harry Featherstone	25:04

Fastest Gordon Macauley 19:43

Bec 25

No results available

Southborough & District Wheelers 25 mile 22 July 2007

3 rd	Steve Frame	57:14
9 th	Stuart Medhurst	1:00:40
21 st	Andy Stobbart	1:04:42
28 th	Steve Humphrey	1:06:39
30 th	Dave Cox	1:07:06
33 rd	Harry Featherstone	1:10:38
38 th	Alan Parsons	1:13:38

Fastest Mike Coyle 54:20

Bognor Regis 50 mile 29 July 2007

14 th	Andy Stobbart	2:12:47	
16 th	Adam Ford	2:14:42	
18 th	Andy Parsons	2:15:23	
25 th	Emma Richards	2:27:30	1st Lady

Fastest Mike Coyle 1:55:42

VTTA Wessex Champs 50 mile

7 th	Dave Cox	2:15:23	+23:40
17 th	Andy Stobbart	2:12:47	+10:32

Winner John Woodburn 2:02:03 +49:13

I think we should congratulate Andy Stobbart for consistency, to record exactly the same time in two events!
I did check the results!

ECCA 100 Mile 5 August 2007

Peter Moon	4:13:11	
Fastest Dean Lubin	3:53:50	

I have no other results from a search of the CTT website.

If I have missed any results or rides can you let me know (if you want them shown in a future Newsletter).

Richard T

FORTHCOMING EVENTS:

**EVENING SERIES TIME TRIALS
2007**

THURSDAY	16 AUG*	10 MILES	6.45pm	PEVENSEY
THURSDAY	23 AUG*	10 MILES	6.45pm	PEVENSEY

PEVENSEY COURSE – Meet in the lane behind Pevensey Castle

EAST HOATHLY COURSE – Meet at the Village Sports Ground

BIRLING GAP COURSE – Meet in the car park ½ mile east of Birling Gap going towards Beachy Head. (Horseshoe Plantation)

Entry on the line is £2.50 for Non-Members.

**Denotes Club Championship races.

Sign on before **6.45pm** please.

*Sign on before **6.15pm** please.

*****HELMETS ARE COMPULSORY FOR RIDERS UNDER EIGHTEEN AND STRONGLY RECOMENDED FOR ALL RIDERS.**

FOR YOUR OWN SAFETY IT IS ALSO ADVISABLE TO FIT A REAR LIGHT***

For further information please contact DAVE COX Time Trial Secretary 01323 507916.

“Le Tour” and More..... by Sarah Lade

So yes, The Tour started in London, and we did see it both days in England, but with a stage finish in the ski resort of Tignes, followed by a rest day, and then a start in Val d’Isere, the opportunity for a trip to the Alps was too good to miss.



So a plan was hatched, we, (Sarah, Guy and Harvey) flew to Geneva where (after a little confusion over the French and Swiss sides of the airport!) we met Mum and Dad (Jane and Graham Lade) who together with Ken and Betty Duncumb (Chippenham & District Wheelers) had travelled via Eurotunnel and driven through France for a couple of days, stopping overnight in Beaune.

After an interesting trip through the rainy roadworks of Geneva we arrived in Morzine, where we spent a few days acclimatising to the mountains. We were staying in the very pleasant Hotel La Clef des Champs, complete with outdoor swimming pool, and fortunately the weather improved considerably. The next couple of days were spent enjoying the scenery and lunching lazily at mountain restaurants.

On Saturday it was time to move on to Tignes, which in a way was a shame, because it meant we missed the annual Morzine to Avoriaz cycle race – only 14km long but with an 840m height difference between start and finish!

We took a picturesque route to Tignes via Megeve and lunched in Les Saises, before driving up over the Cormet de Roselend, over which The Tour was due to pass the following day. As we climbed higher the camper vans became more and more tightly packed, and the tents more and more precariously perched. There was absolutely no room at the summit, and this still a full day before the Tour arrived.

To watch the Tour we were staying about 20km from Tignes in Le Pre de Villaroger, close to Ste Foy, at Chalet Tarantaise run by British couple Martin and Deirdre Rowe, who accommodate skiing guests in the winter and those wishing to walk, bike, golf or any other mountain activity in the summer.

Sunday dawned hot and sunny, and after lunch it was a just short drive down to the main road to see the Tour as they started the final climb up to the finish at Tignes. Betty found a shady viewing spot under the 20km to go banner (I think she just wanted to get on TV!) whilst the rest of us staked claim by someone’s barn.



We eagerly awaited the publicity caravan, which duly arrived, and in the words of a game show host “Didn’t they do well !” Either we were just stood in the right place, or they had loads of freebies left over, but if anyone wants a green PMU hand, or a Skoda hat, I could do you a good deal!

After a long wait, the main event arrived; well three of them did anyway, with Rasmussen just starting his attack. They were followed by Christophe Moreau's group, and then team Astana heading the peloton. The group containing Bradley Wiggins (right) was further down, and it was much longer until Robbie McEwan arrived, sadly only to be out of time. It had been a long, but very enjoyable afternoon, however a cold beer was calling, and we returned to the Chalet, where Martin had kindly recorded all the action on Eurosport. In depth analysis followed over several bottles of Cote du Rhone.



Monday, and rest day for the Tour, so myself and Guy headed to the Grande Motte glacier in Tignes for a morning's skiing. Most of the Tour vehicles were parked in the Val Claret car park, and a lot of Tour personnel, press, medics, publicity, had the same idea as us and were also waiting for the funicular railway up to the glacier at 3000m. After some great skiing we returned down to Tignes village and immediately felt a bit silly carrying skis when everyone else was in shorts! However, by this time the riders were out and about which gave a great opportunity for brushing shoulders with the stars.



Meanwhile, Jane, Graham, Harvey, Ken and Betty had gone to Val d'Iserre and were also mingling with the Tour Teams as they watched the Milram (left) and T Mobile team mechanics at work. A highlight of the holiday, particularly when they got a close up of three of Axel Merckx's machines. Several teams were again out for a ride to loosen up the legs, and they even managed a "hello" to Sean Kelly. A great day, and loads of Tour atmosphere.

Tuesday however, the plan fell down...

We had planned to drive as far as possible to Val d'Iserre and then walk the rest of the way to see the start, but what we hadn't bargained for was the road being shut 8km before the town! Too far to walk, and unfortunately we didn't have bikes with us. We later spoke to other people who had left at 6am to get in to Val d'Iserre! Plan B involved coffee in Tignes and lunch in a bar with Eurosport, so all was not lost.

We did get to Val d'Iserre later on in the afternoon, although it was as if the Tour had never been there, everything had been cleared so quickly. However, the Solaise chairlift was open to pedestrians for free in honour of the Tour which gave great views of the road to the Col d'Iseran (right).



Wednesday was our final day in the Alps, and myself and Guy opted for mountain biking in Tignes. Like many alpine resorts, the ski lifts are adapted to carry bikes up the mountain, and runs of varying type and difficulty are marked out. In the hire shop we asked for bikes for the easy downhill runs. Two full suspension, very scary looking Kona "Stinkys" were produced, followed by elbow pads, knee and shin pads, back protectors and helmets! I began to wonder if I should have just stayed in bed!

However, we took a map, bought a pass for the lifts, and headed, with some trepidation, for the Palafour chairlift.



At altitude, and in 30 degree heat, we were glad we had chosen the downhill runs over the endurance trails as we were whisked effortlessly up to over 2500m. Fortunately, a helpful Frenchman lifts your bike off at the top, unless he forgets as in Guy's case! Slightly unsure of what we had let ourselves in for we set off following the signs for the 5.5km long, green (very easy) "Piste DH Easyride". The next few minutes were a bit of a blur, this was "proper" mountain biking in every sense, more extreme than anything I've ever done before, but great fun none the less. Confidence grew quickly, and the bikes were fantastic.



We fortunately arrived back at the bottom in one piece, and feeling brave decided to try the runs via the Aeroski gondola from La Toviere at 2695m. Under the gondola were red (hard) and black (very hard) runs, both of which looked completely suicidal, and so we opted for the 4.5km green "Piste DH Gunpowder". Again great fun, especially as we were beginning to get the hang of things. This eventually brought us out in Tignes Val Claret from where it was a ride on the road round the lake back to the hire shop. A brilliant morning cycling in amazing scenery and a great way to end the holiday, but take it from me you do need all that protective gear! Check out www.tignesbikepark.com for more information and maps.



AUDAX NEWS

From Richard Thomas

After my exertions of the past year I felt I needed a break so between 17th June and 14th July I rode just 20 miles on 4 occasions, an average of 5 miles per outing.

Hence riding 150 miles on 15th July was a shock to the system, and was punctuated by very severe cramps half way round the ride. Obviously I had to do a bit more, with PBP on the horizon, so I rode the Fiary's "Flat!" 300 on 22nd July and finished in a better state than the previous week. So, with a ride of 80km at 27km/hr on the intervening Wednesday meant I had ridden 625km in the 8 days.

Since then I have been doing steady 80km rides twice a week to maintain my form and have just one more 200km event before leaving for France on 17th August.



Paris-Brest-Paris 2003
Richard at 330km
(PBP Official photo)

SANDWICH 200 km

15th JULY 2007

Stage 1 Hailsham to West Hythe 75km

The official start time was 7am but the organizer, Dave Hudson, gave dispensation for the "faster" riders to start at any time up to 8am. Well, I would not be so bold as to put myself in the "faster" category but I did start nearly 45 minutes "late" as Eastbourne was in the grips of a thunderstorm from 6am to just after 7am and I did not want to get wet (again) on my ride up to the start at Hailsham Leisure Centre car park. I arrived at the car park at just after 7:30am, picked up my Brevet Card and banana, and after a chat with Dave I left on my own to plug away for 75km into a headwind, firstly along the A271, down Boreham Street and up Standard Hill to Ninfield then left turn onto Catsfield and then to Battle via Telham Lane, before riding down to Rye via Three Oaks and Winchelsea. After that it got very gritty across the A259 east of Rye through Brookland, Brenzett and Newchurch to the first control near West Hythe. Despite the headwind I arrived at the control at exactly 11am, which was my programmed time for arrival if I had started at 7:30 am so had made up 13 minutes on my schedule. I met up there with Mark Heffer and we rode on together from there for the rest of the day. A few other late starters began to roll in, amongst them Chris Tracey and Martin Malins, both of them being part of our PBP group riding down to Paris in 5 weeks time. Before leaving Dave's assistant for the day, the aptly named Julie Day, made us each a sandwich of our choice to carry to Sandwich, where we would stop to eat said sandwich, hence "a sandwich to Sandwich", I chose a Marmite and peanut butter sandwich, there's no accounting for taste!

Stage 2 West Hythe to Stowting 67km

This leg of 67km included several steep climbs on very narrow lanes and took us up over the hills north of the Channel Tunnel complex, affording good views of it and Folkestone beyond. One particular climb of 25% had me walking as I had to pull over onto the road edge and stop as a car squeezed past and there was no way I could get going again on such an incline. By now the sun was out and it was getting very warm,

which makes a change, and as I had only one water bottle on board I was getting dehydrated. This may have brought on a severe attack of the cramps but I think it was more my muscles objecting to being exercised after a month of inactivity. It hurt so much that I had to yell out loud, hence causing alarm in my fellow riders.

The route went via Hythe, Peene, Alkham, Coldred, Eythorne, Upper Eythorne, Eastry, Worth, Sandwich, Woodensborough, Nonington and Barham.

We reached the second control located just outside Stowting and another of Dave's legendary feeds, at which I consumed 3 pints of various legal liquids and two bowls of rice pudding and peaches, before grabbing yet another banana and heading off for the third control at the World of Water near Rolvenden some 42km away.

Stage 3 Stowting to Rolvenden 42km

After about 8km into the stage Mark and I had an enforced stop to allow a very large herd of cows to cross the road from their field to the milking shed. We were there for about ten minutes and there was no sign of the end of the line of cows, and with no drover in sight we decided to duck under the rope that was across the road and slip between the line of cows to make our escape and continue.

The lanes were undulating and steep with one having a 28% descent, which had one rider walking down. I never underestimate the severity of Dave's routes, and this one had additional input from Andy Seviour, who is very good at finding "challenging" lanes.

By now Mark was feeling a bit jaded and suffering on the hills so I pressed on to encourage him to keep up rather than slow down to his pace, but the inevitable gap opened up. I was then surprised to catch a group of riders who were still at the last control when we left. It transpired that they had missed a turn on the proper route and had taken a flatter route to rejoin the proper route so missed out on the cows! I went by them and rolled through Tenterden and descended to the World of Water at Rolvenden, 2 minutes behind schedule due to the "cow stop". The riders that I had passed arrived soon after as did Mark.

Stage 4 Rolvenden to Hailsham 40km

We all had a short stop at the World of Water café for Angela's apple pie and ice cream (to cool off) before we set off, Mark first, then various other riders at intervals with me leaving last following a loo stop. I caught riders up at various points along the route, which went via Sandhurst and Etchingham, eventually catching Mark last at the top of the Brightling Beacon climb on the way to Woods Corner and Dallington.

I then rode with Mark to the finish, via Cowbeech, having ridden the prescribed distance of 224km, arriving at 7:48pm. Our average riding speed was 22.5km/hour and I arrived 12 minutes before my scheduled arrival time of 8pm. Comparing this ride with earlier 200km rides this year I had taken longer to do this ride but I think the course was hillier than those earlier in the year.

The 200km point came up in about 10hours 40 minutes, which is around my average time for a 200km this year (times vary from just under 10 hours to 11hrs 45 minutes). 33 riders entered, 27 started and 26 finished.

I felt very tired at the end of the ride and got wet riding home as another thunderstorm was passing through. I will be riding more regularly for the next 5 weeks otherwise completion of PBP would be in doubt.

I have the Fairy's Flat 300km this next weekend (22nd July) and the Pre PBP 200km on 12th August, before leaving for Paris on 17th August to start PBP on 20th August.

THE FAIRY'S FLATTEST POSSIBLE 300 km 22ND JULY 2007

The event had a 2am start to replicate somewhat the start conditions for PBP, as there was no opportunity in the hours before the start to get any proper sleep. Hence I left home at 11:30pm to drive to the start at Bethersden Village Hall, and arrived with an hour to spare and get ready. My “groupette” of PBP riders, being Rob Bullyment, organiser of our Easter Arrow this year, from Kent, Mark Heffer, the organiser of Mad Jack’s, Martin Malins, the organiser of the Mid Sussex Hilly 100km from Chailey and Colin Mildwater, my fellow Ultra Randonneur arrived and we all readied ourselves.

Stage 1 Bethersden to Bethersden loop 103km

This loop took us down main roads to Ashford, Sellindge, Hythe, Sandgate, Brenzett and Tenterden.

We were sent off at exactly 2am by the event organizer, Ron Lee (as seen on TV BBC South when they reviewed the Tour Stage 1). The night was dry but not for long. The rain started after about 10km and we stopped to put on waterproofs under the awning of a car sales, and rode on to the first “refreshments and control” in St Mary’s Bay Car Park at the half way point(50km) on the stage,. This control was manned by Andy Uttley (one of my fellow Easter Arrow riders) of the promoting club, the San Fairy Ann, who had cakes and drinks on offer. We stayed for about 10 minutes before heading off in the dark towards Brenzett. Then the rain started and we were in the middle of a deluge, with rain bouncing high off the road and we cursed our luck. Would we have a chance to dry out? My new waterproof worked well and I stayed relatively dry. My new shoes were full of water and my feet sloshed around inside them.

We arrived back at the HQ at Bethersden at 7am, having covered 103 km in 3 hours. We were fortified by a cup of tea and a bacon sandwich before heading out again at 7:30am. There were other events on the same day, a 200km, a 150km (which Dave Dunbar rode, how did it go Dave?), a 100km and a 50 km.

The 200km started at 8am so we expected to be caught by some of the faster 200km riders. They caught us by Dungeness in the early afternoon, having taken 30 minutes out of us in 140km, but of course they did not have the early start and the extra 103km in their legs.

Stage 2 Bethersden to Mark Cross 55km

Anyway, back to the “action”. We were riding well and at least it was not raining as we did the next, not so flat stage up, to Mark Cross via Headcorn, Staplehurst, an information control near Marden to make sure we did not short cut anywhere, then on to Castle Hill, Bells Yew Green, Frant and Mark Cross, where we arrived before the 10am opening of the “official control” at the Garden Centre so were directed to the “control and refreshments” just down the next stage on the road to Wadhurst. We arrived just after 9:30am, 158km in 7½ hours, stayed for about 20 minutes for drinks and cakes before we were off on Stage 3

Stage 3 Mark Cross to Rye 51km.

This stage took us to Ticehurst, Flimwell, Hawkhurst, Iden Green, then into Standen Street for another check and refreshments, cake and tea, before continuing to Wittersham and the control at the Strand Café, Rye. I just had a coke here before we left for the next stage to Dungeness, a control that we have been to on about 6 occasions this year. I never want to go there again, with its strong winds and horrible bumpy “joints” on the concrete roads.

Stage 4 Rye to Dungeness 34km.

By now the sun was shining as we rode the first part of the stage, which took us to Appledore and an information control to make sure we did not short cut as we then virtually turned back on ourselves and headed off on Cycle Route 11 to join the A 259 for a short time before turning left and the lanes to Lydd. Just after we turned towards Lydd and Dungeness, I got the bonk, and had no food in my pockets as it was in the bag on the back of the bike, and we were into a strong headwind and there was no shelter. I tried to stay with the group, which had been joined by Dave Pilbeam and one 200km rider, Kenton May, with whom I have ridden on several rides this year. However, it was to no avail and I was losing ground to the group as

they slipped away leaving me to my demons. I decided to stop at Lydd where there was a bit of shelter by the church and there I stuffed two cereal bars down my throat and opened my Go Bar in case I needed more, which I did not, so I now have an opened bar to go off and get stale before the next event! I arrived at the control at Dungeness and thanked the group for waiting, their excuse was it was nice to see me suffer for a change (instead of the other way round, I presume!) and they thought it best that they leave me alone! Thanks fellas. Anyway, no hard feelings, it's all part of the "camaraderie of the road"

Stage 5 Dungeness to Hythe 29km.

There remained two stages and just 62km to do, so with wind assistance we flew through New Romney and across the flat lands to Burnmarsh and the control at Hythe. Our team leader for the day, young Mr Rob Bullyment, was aiming for a sub 15 hour ride and we were on track if we "bounced" in and out of this next control. However, Mr B decided he wished to partake of some refreshment here and we did not argue as he was in charge. So we spent half an hour consuming sandwiches, apple pie and various legal liquids before departing for the final stage.

Stage 6 Hythe to Bethersden 33km.

This stage initially took us down the unmade cycle route for nearly 2km before rejoining the road and a headwind! We were heading for Bilsington thence an information control at Hamstreet before the last 18km to the finish. I was feeling better now and when a group of 3 riders, two of whom I know very well (Tom Jackson and Gary King) came by I took the opportunity to join them as we sped to the finish, arriving at 17:22pm, 15hrs 22mins for the ride. My groupette came in 4 minutes later, so they had also picked up a bit on the run in. Colin Mildwater of the promoting club, who had been riding strongly all day at the ripe old age of 67, had an unmentionable 5 km. out so lost a bit of time fixing that.

My computer was virtually spot-on for the distance of 304.5 km, showing 304.9km, with a riding time of 12hrs 40 mins, an average riding speed of 24.1km/hour and a max. of 57.5km/hr. This meant we stopped for a total of 2hrs 42 minutes, which is about 30 minutes a stage for intermediate check points, controls and information controls. I do not see how I could reduce this by much as we were not hanging about at controls.

I was pleased to come off the end of the ride feeling strong and that there was more in the tank, berated myself for blowing up, which was foolish for someone with my experience, and now feel better prepared for PBP.

I completed the 213km Audax on 12th August without mishap at a riding speed of 25.4km/hr and with the 200km coming up in 9hrs 38mins so I am feeling fairly confident for PBP and will be well run in after the approx. 200km ride down to Paris before PBP starts. Reports next month.

Please continue to support Adam at your local bike shop. He's ready and waiting to tune up your bike so you can go even faster as the season progresses!

kontour cycles

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The September Newsletter will be out **at the end of September as I am off to the Pyrenees in September. Please send in lots of articles. Lots of you are racing now, don't forget to email me your results.**

Articles wanted, please don't be shy. The success of the newsletter depends on you. Closing date for articles for next issue is **25 September 2007.**

Please contribute something for members to read and enjoy!

My contact details are:

Tel: 01323 502615

Email any articles to : RichThomas@btinternet.com

Richard T.