



Issue 9 – July 2007

Editor: Richard Thomas

**Websites : www.eastbournerovers.co.uk
www.tonyandemma.plus.com**

**E Mail RichThomas@btinternet.com
Telephone 01323 502615**

The Official Monthly Newsletter of the Eastbourne Rovers Cycling Club

EDITORIAL

So much for “flaming” June. The weather has not been kind to us yet we have continued to grind out the miles and participate in “contre la montre” events. Congratulations this month to Steve Frame, our 25 mile and 50 mile champion for 2007, to Alan Symonds for a couple of PB’s and to the fast and improving Fuller brothers.

In addition, on the “less energetic” front some of us travelled to France for the Dieppe Raid, reported in this edition and your Editor got wet (yet again!) on a 200km Audax in West Sussex.

The clubroom is still very quiet since the end of the turbo sessions, which will return in the Autumn. Please do your best to come to the clubroom when you can and let me know your race results.

As far as the local press are concerned, Alan is doing his utmost to get us some publicity.

Finally, I have sent off my entry for Paris-Brest-Paris so here’s hoping that all goes well and I get a place, as I have already booked my ferry crossing and hotels etc.

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

Nothing seems to be published which is a pity. Don't give up Alan!

EVENING series

The competition is now “hotting up” with very close results, sometimes virtually inseparable!

5 June 2007 10 mile

1	Peter Moon	23.24	8	Tony Murphy	26.24
2	Stuart Davis	23.24	9	Dave Cox	26.33
3	Stuart Medhurst	23.26	10	Emma Richards	27.29
4	Michael Valks	23.41	11	John Seviour	27.43
5	Adam Ford	24.51	12	Natham Ingram	29.55
6	Andy Stobbart	25.01	13	Peter Ingram	33.38
7	Andy Parsons	26.10			

Private time trials

1	Andy Eaton	24.03
2	Adam Rogers	24.06
3	Peter Hanratty	30.49
4	Sue Eaton	33.53

12 June 2007 14.07 mile circuit

1	Peter Moon	34.56	7	Tony Murphy	39.26
2	Stuart Medhurst	35.00	8	Andy Parsons	39.35
3	Stuart Davis	35.14	9	John Seviour	42.52
4	Graham Hadlow	35.30	10	Natham Ingram	46.51
5	Andy Stobbart	36.16	11	Peter Ingram	51.06
6	Dave Cox	39.08			

Private time trials

1	Jamie Pringle	33.02	2	Adam Rogers	35.52
3	Martin Bailey	42.36			

19 June 2007 Club 25 Mile Championship

Steve Frame	57.23	Club Champion
Michael Valks	59.41	
Tim Fuller	1.01.09	
Steve Humphrey	1.02.08	
Andy Stobbart	1.02.09	
Adam Ford	1.03.05	
Paul Fuller	1.03.23	
Alan Symonds	1.09.35	Personal best
John Seviour	1.10.45	

Private Time Trial

Kerry McGawley 1.05.59

28 June 2007 10 mile

Stuart Medhurst	23.43		
Peter Moon	23.54		
Graeme Hadlow	23.59		
Michael Valks	24.05	<u>Private Time Trial</u>	
Stuart Davis	24.31		
Tim Fuller	24.40	M. Norrell	23.54
Andy Stobbart	25.01	A. Rogers	24.51
Adam Ford	25.40	A. Eaton	25.11
Dave Cox	26.25	A. Priddy	25.41
Iain Brogden	26.51	J. Cunningham	26.12
Emma Richards	27.49	C. Copeland	26.25
John Seviour	28.13	K. Beckett	34.50
Alan Symonds	28.23		
Peter Ingram	34.06		

Timekeepers Graham Lade & Dave Dunbar
Marshals Dave Marshall & Sue Cox
Numbers Sponsored By Kontour Cycles 01323 482368

Points After 10 Races

S. Medhurst	8	A. Ford	33
P. Moon	9	D. Cox	42
S. Davis	14	T. Murphy	51
M. Valks	19	J. Seviour	54
G. Hadlow	22	E. Richards	65
A. Stobbart	28	P. Ingram	69
T. Fuller	31		

OPEN and ASSOCIATION RACING RESULTS

Steve Frame came third in the ESCA 50 and hence is our 50 mile champion and Harry was first vet on standard with +40:14.

Our riders have participated in the following events in June and the results are given below.

South Eastern RC 25 **3 June 2007**

5 th	Steve Frame	55:31
21 st	Stuart Davis	58:42
25 th	Stuart Medhurst	59:01
33 rd	Steve Humphrey	1:01:05
35 th	Andy Stobbart	1:01:12
42 nd	Adam Ford	1:02:04
55 th	Dave Cox	1:04:23
67 th	Andy Parsons	1:07:02

Fastest Steve Dennis East Grinstead CC 52:26

SCA 50 **10 June 2007**

The results on the CTT website only went down to 10th place, did anyone else ride? Results please.

10 th	Steve Frame	2:00:37
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Fastest Steve Dennis East Grinstead CC 01:49:31

ESCA 50 **17 June 2007 (counting as our Club Championship event)**

3rd	Steve Frame	1:59:56	Club Champion
14 th	Stuart Medhurst	2:06:34	
24 th	Steve Humphrey	2:11:10	
28 th	Andy Stobbart	2:12:57	
31 st	Adam Ford	2:14:48	
34 th	Harry Featherstone	2:16:14	1st Vet on Std. +40:14
42 nd	Alan Symonds	2:29:04	Personal best

Fastest Mark Winton Lewes Wanderers CC 1:54:38

Horsham Cycling 10 mile **23 June 2007**

13 th	Stuart Medhurst	22:37
19 th	Stuart davis	23:15
25 th	Andy Stobbart	23:57
30 th	Adam Ford	24:27
	Dave Cox	DNS

Fastest Pete Tadros In Gear Quickvit RT 20:29

I have no other results from a search of the CTT website. I am sorry that I have not been down the clubroom this month but with the Dieppe trip and a holiday in York and other commitments I have not had the opportunity. I hope to do better in July. 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	5 JULY	14.07 MILES	7.15pm	PEVENSEY
THURSDAY	12 JULY	7.2 MILES	7.15pm	BIRLING GAP
THURSDAY	19 JULY	10 MILES	7.15pm	PEVENSEY
THURSDAY	26 JULY	14.04 MILES	7.15pm	BIRLING GAP
THURSDAY	2 AUG	10 MILES	7.15pm	PEVENSEY
THURSDAY	9 AUG	7.2 MILES	7.15pm	BIRLING GAP
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.

THE 6 DAYS OF DIEPPE *by Richard Thomas*

You may have heard of the 4 days of De Panne or the 3 days of Dunkirk but not have seen this event on the international calendar, but here is the report of this international, well French and English, event.

A small group of bon rouleurs were assembled for “The 6 Days of Dieppe”, which would be a one off and unique in its format. Several riders had chosen to join the event on Saturday in readiness for the main stage on Sunday, whilst others were going down a few days earlier to contest the first few warm up stages.

Warm up stages.

Stage 1a From home to Newhaven
Stage 1b Circuit around Dieppe

Stage 1a From home to Newhaven

Each rider chose their own method to get to Newhaven for the 7am ferry. The weather was cold and dull and we hoped for better weather once we were in France. Some riders drove to the home of Ian Landless in Seaford where they transferred to their velos to ride to the ferry at Newhaven. One rider rode from home in Eastbourne to the ferry and our guest rider (John Armstrong) took a lift all the way from home to the ferry. If we were using a points scoring system the rider who came from home (Richard) would get 2 points, those who rode part way (Alan Symonds, Bill Crawforth, Ian Landless and Tony Gale) 1 point and the guest rider (John Armstrong) zero, a poor start but who is counting!

Stage 1b Circuit around Dieppe

We arrived in Dieppe and disembarked the ferry, then headed off for lunch in Dieppe. Omelettes and frites all round, with most riders taking a biere, but our protected rider (Ian Landless) chose water as he did not want his performance for the afternoon stage affected.

After lunch our guest rider (John Armstrong) chose to not take part in the next few stages, returning for the main crucial stage on Sunday, and in the meantime was off to explore other parts of the area around Dieppe. The remaining five of us, Alan, Bill and Richard (Equipe Eastbourne Rovers) and Ian and Tony (Equipe Lewes Wanderers) rode up the steep hill out of town to our event headquarters, the B&B Hotel. Once we had signed in we rolled out for a pleasant ride around a 50km circuit in the afternoon. The weather was rather dull but this did not dampen our spirits. No rider showed particular aggression although legs were tested on some inclines and in the “intermediate sprint” (identified by a place name sign and not a PMU sign). Some riders claimed poor eyesight as an excuse for not going for it, hmm!

The statistics for the day varied due to the diverse ways each rider chose for undertaking Stage 1a, but the maximum distance recorded was 83km, in a time of 3hrs 55mins, averaging 21.2km/hr and maximising at 54.4km/hr.

Stage 2

Dieppe to Forge les Eaux and back to Dieppe.

The weather did not improve and the day started dull and wet.

We decided to take a road route out to the ravitaillement at Forge les Eaux and then a return via the Avenue Verte. Soon after the Depart the peleton (all five of us!) was disrupted by roadworks at Arques la Bataille,

where riders chose a mixture of riding through or walking. The peleton was then pushed along at a good pace by a following wind and the first hour passed easily until the domestiques were hankering for a café stop. We found such a place at the rear of a boucherie, such is the enterprise of the French! Once back on the road the Equipe Lewes Wanderers were really active at the front and Eastbourne had difficulty in responding. This was partly due to one of our riders (Alan) suffering a problem mechanic and indulging in a bit of resistance training as his bottom bracket fixed cup came unwound and the cranks virtually refused to rotate so he struggled for the final 10km to lunch. Unfortunately the event did not benefit from Mavic Assistance so we had to find a magasin de velo in the ville, which fortunately was able to repair the velo whilst the riders were enjoying lunch. The pace after lunch was fast and great efforts were made into the headwind to ensure our protected rider (Ian) would be fresh for the final sprint. Our riders chose various types of food for lunch and one (Bill) chose to up the calories with a large piece of chocolate cake which kicked in after lunch and he stormed up the Avenue Verte and at one point opened up a lead of at least 5 seconds before slipping back into the peleton. At another point our protected rider goaded one Equipe Eastbourne rider (Richard) into a spinning match, the latter reaching 134 rpm as recorded on his computer. What fun!

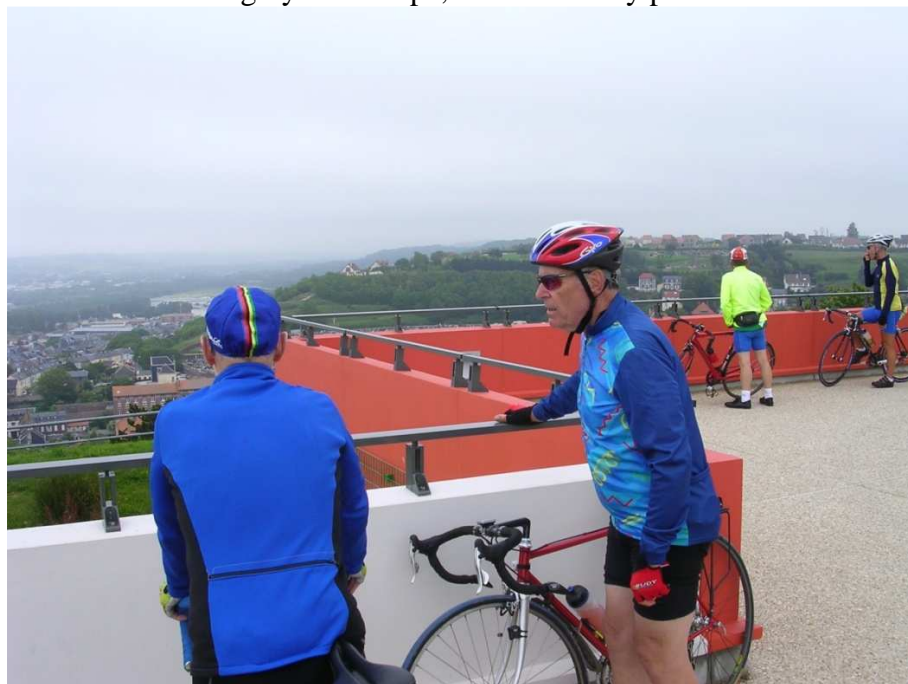
A final categorised climb of the day out of Arques had the peleton spread all over the road with Lewes and Eastbourne riders (Ian and Richard) sharing the Maillot au Pois points. The lantern rouge on the climb (Bill) then went to the fore and missed the right turn on the prescribed route, hence the rest of the bunch were obliged to chase him down but not before he reached the main road which we were seeking to avoid so the run in to the finish was a bit fraught. Our protected rider (Ian) broke away on the incline before being chased down by an Eastbourne rider (Richard) who then outsprinted him for the final sign (but again who is counting!).

The stage length was 115.15km, in a time of 5hrs 13 mins 9 secs, averaging 22.1 km/hr and maximising at 47.3km/hr.

Stage 3 **Dieppe to Le Treport and back to Dieppe via Envermeu.**

The weather had not improved and was still dull. The coastal road to Le Treport was lumpy and caused problems for some riders whose legs were beginning to feel the effect of 2 days in the saddle. Due to financial difficulties no soigneurs were available to the teams.

Le Treport has a funicular railway up its cliff, reputed to be the longest in France? We stopped at its summit to look out over a grey townscape, with mist very prevalent.



Le Treport was very deserted and very much “out of season” but we found a restaurant for a pleasant lunch. In the restaurant we engaged in conversation with two local diners, one of whom was anticipating doing Paris Brest Paris this year.

The return was uneventful despite some stiff climbs, the adjacent photo showing Alan and Bill at the summit of a climb having enjoyed the challenge!

We again returned via Arques and this time took the laney route back, but the road was a bit rough and Richard got an unmentionable in the front, which was soon fixed and we finished the ride and showered prior to “diner” at the nearby Buffalo Grill.

Stage 95.73km, time 4:50:46, Ave 19.7km/hr, max 59.7km/hr (well it was lumpy!)



Stage 4

Coastal circuit then to Bacqueville returning to Dieppe to meet the newly arrived reinforcements.

We headed out west, stopping first at the Canadian Cemetery, as below with Alan in contemplative mood. We then descended the lanes and followed a route that ended in a field, as it was a mountain bike route! We were reduced to walking a track to get back to the main road.



We then headed for the coast and a coffee stop before lunch in Bacqueville. The Director Sportive had instructed all riders to make today a neutralised day with no attacks so we would be fresh for the main stage the next day. Richard looked for the café “Agricole” in Baqueville that he and Graham Lade used to visit on the way back from Beuzeville in the early 1990’s but it had disappeared.

We returned to the B&B Headquarters in the afternoon to meet up with our additional riders, Dave Dunbar, Stuart Greenway and Roly Wickham, who had come over that day for the important stage the next day. John Armstrong had joined us from his meanderings of the previous few days.



Some of us then went to the pre-event reception at the Salle Paul Eluard.



The Dieppe Raid Sunday 10th June

Today is the day of the event proper, the Dieppe Raid or “Randonnee des Trios Vallees”. Some 200 British riders and an equal number of French riders took part in rides of various lengths from 50km to 200km. Our select peleton split into two groups, with Stuart, Roly, Bill and John opting for the 90km/100km route whilst the rest of us chose the slightly more challenging 140km route.



The 140km riders, Dave Dunbar, Alan Symonds, Richard Thomas, Ian Landless and Tony Gale signed in at the Salle at 8:50am,

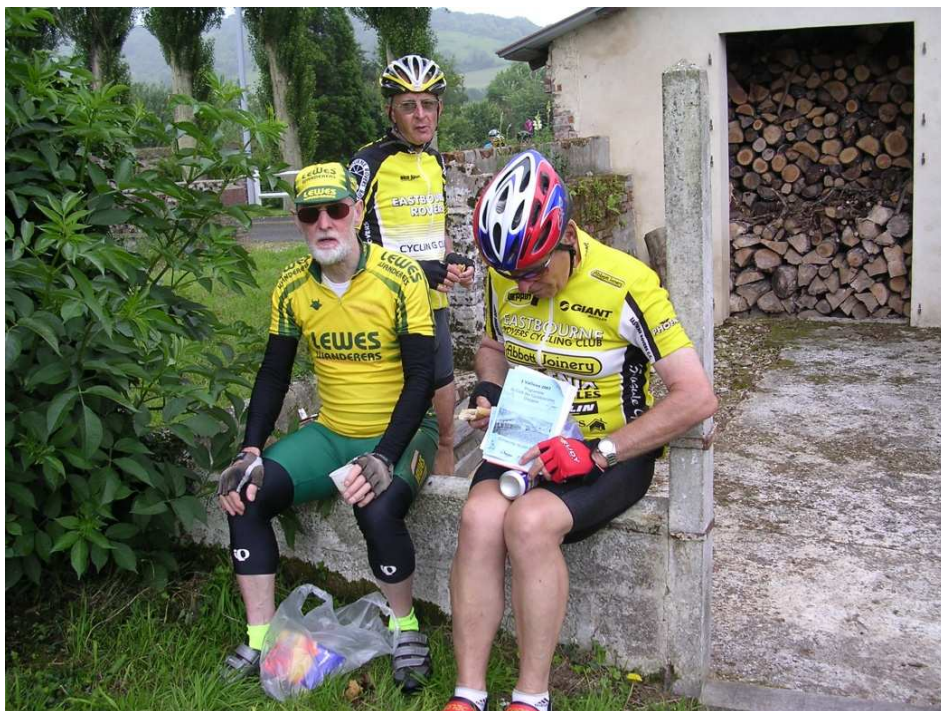
The photo (left), taken by Richard, shows that Dave is not there, having chosen to leave a few minutes before us to quietly ride himself in. We were soon off and the Equipe Lewes had the bit between their teeth with the two Equipe Eastbourne hanging on with gritted teeth. The day was again dull and overcast and the initial flat kilometres allowed us to warm up and we caught up with Dave eventually. At this point

the two Equipe Lewes pressed on with Richard in tow whilst Alan stayed with Dave.

Alan has given his account of Dieppe Raid on pages 12 and 13 whilst Richard relates here his experiences of being worked over by the Lewes mob!

I did not really want to go as fast as my Lewes Wanderers “breakaway” companions but I did settle into a resigned acceptance that I had to hang on for the “honneur du club”. The route took us inland to Torcy, Bellencombte and Les Authieux, where we took to the lanes and a bit of climbing to Pommerval and more climbing before, at Bures-en Bray, we joined the Avenue Verte for 18km and a return towards the coast and lunch at St Audin-Le-Cauf (64km). We were belting along at quite a lick along the Avenue Verte thanks to the Lewes Wanderers and their protected rider (Ian Landless). We passed many riders but did not get passed by anyone. We also only seemed to pass Brits so where were the French? Did they all leave before us?

Hence we were soon at the left turn off the Avenue Verte onto D149 and immediately right to the control and lunch, or ravitaillement .



Here we are at the control at St Audin-Le-Cauf, where we were joined for lunch by Alan and Dave, seen here chewing things over with Tony Gale.

Ian, Tony and I left Alan and Dave to enjoy their lunch and set off for the second part of the ride, 70 km back to Dieppe via St Nicholas d'Aliermont and Envermeu, (on D149).

I have to own up to us going wrong before Fresnoy-Folney and following red markings on the road that related to road repairs rather than the route directions so we had about a 2km detour in the lanes rather than the main road.

We returned to the correct route at Fresnoy-Folney then proceeded to Grandcourt before turning onto D16 where we passed a group of Mid Sussex Cyclists and Neville Chanin, who gave us a hearty "go, go, go" that is one each, as we three sped by.



We began passing other riders as we swept speedily towards Dieppe along D222 through Assigny and Guilmecourt then D454 to Sauchay and D54 to Dieppe. As we were not passed by anyone we decided to share the three podium places and finish together on equal terms.

My computer showed 136km in 5hrs 23min riding time, 25.2km/hr average and a maximum of 50.1km/hr. Overall, with the lunch stop, we were on the ride for 6hrs 10mins. It may not be racing speed but was fast enough for me!

Back at the Salle, waiting for the prize presentation, the bon rouleurs of our Equipes relax and recover.

After the prize presentation we returned to the race headquarters, that is our B&B Hotel, for a refreshing shower and change before heading down to the Dieppe quayside for our repas (evening meal).

The next morning we split into two groups, with Dave, Stuart, Bill and Roly and going to the Canadian Cemetery whilst Alan, Tony, Ian, John Armstrong and Richard went on a tour of the bike shops, some of which were closed being Monday so we had to resort to café crèmes and bieres and déjeuner in Dieppe



It's hard work this cycling lark so it's necessary to ensure that food and drink levels are maintained. Here we are having lunch in Dieppe before boarding the ferry back to Newhaven. John spent some time chatting to the waitress and I think she made quite an impression on him!

Altogether a thoroughly enjoyable sojourn into northern France with lots of good humoured rivalry and banter.

Roll on next year when some of us may try the 200km (even if it means missing breakfast, petit dejeuner is available at the Salle at the start.



Here we are arriving back at Newhaven, waving to John and Pam Dutson on the quayside.

John and Pam met us at Newhaven, as did Christine Armstrong, and bikes were loaded into various cars whilst Alan, Bill, Tony and Ian, with Richard in tow, rode back to Seaford and their cars.

Our Audax rider then continued his ride back to Eastbourne, choosing the road to Wilmington crossroads via Chapel Hill (ugh!) as the rush hour traffic on the A259 coast

road was too heavy for comfort. He then chose to use the footpath alongside A27 to Polegate to ensure that he stayed alive!

His sons saw him struggling up the hill to Church St. from Willingdon triangle, and commented later to him "Dad, you looked tired but still stylish!"

As promised, Alan Symonds has written his account of the few days that we had in Dieppe, so read on. I apologise for the quality but it is a scanned document as Alan is having problems with his computer and his E mail does not work at the moment.

Dieppe Raid 2007

It seems hard to believe that we have now been over to France for the third year running to attend the Dieppe Raid. Having started the trend from the event first being mentioned in idle conversation at one of the weekly coffee stops I have now found myself the "Organiser".having undertaken this on the first occasion as the senior member (some say senile since I was unfortunate enough to mislay my passport on a day trip over there once due to reorganising items).

Both the previous events were run in somewhat damp conditions, so it was a change this year for it to remain dry apart from a thunderclap and rain on its way to Eastbourne that had everyone awake one night, plus a car that objected by sounding off its alarm.

Another new variation this year was the suggestion that we go a few days earlier and "get a few miles in" as they say, so there were 2 groups. Myself, Bill Crawforth (ERCC), Richard Thomas (ERCC), Ian Landless (LW) and Tony Gale (LW) who went out on the Wednesday. For Tony it was his first trip. As Ian lives conveniently in Seaford we drove down to his house unloaded the bikes fixed panniers etc and were suitably refreshed by a cup of tea courtesy of Julie who also took charge of any bits we didn't need. We rode to Newhaven.and met up with Richard who of course being a hardened Audax man rode there from Eastbourne.

Bikers seem to get superior treatment from Trans Manche.. This is probably more to do with wanting you out of the way before the cars are loaded and avoids you getting run down by a madman in a four wheel drive.

The second group comprising Dave Dunbar (ERCC), Roly Wickham (ERCC), John Armstrong (CTC) and another new recruit Stu Greenway (ERCC) came out on the Saturday and we all returned together on the Monday

As in previous years we used the BB Budget Hotel at St Aubin sur Scie about 2 miles south of Dieppe. This provides an introduction to the area being at the top of a long 10% hill giving vent to much cursing and grunting by first timers who usually ask why we cant stay in Dieppe.

The first year I booked we just turned up with bikes. This gave some consternation to the lady on reception when we asked if it would be OK to put them in the rooms which turned out to be on the upper floors. After some persuasion she agreed it would be alright. I have now used this as a precedent and confirm when booking that we will be arriving by velo. This results in us being given rooms on the ground floor opening directly to the external face of the building which is handy.

At E42 including a buffet breakfast (eat as much as you can-and I try to) a room with shower, Cool Air Unit (if needed which has been far from the case so far) WC and Grand Lit (Double bed) with the added advantage that there is no bunk bed overhead to crack your skull on, a la Premier Classe and similar plus enough room to park the bike. This makes it pretty good value and within walking distance of Decathlon, (who tightened up up my headset for free) Intersport, Auchan Supermarket the Buffalo Grill

and Flunch.

The hotel is close to the Canadian War Cemetery which both groups visited at some time during our stay and although small (1800 troops killed out of 5000 taking part in the futile landing in 10 hours) but brings home the stupidity of power crazed politicians.

Richard has written elsewhere details of the daily runs, the Power Session I had with a bottom bracket near Forge les Eaux etc. Being the senior member of the Wednesday group and not long back from a 2 week holiday I adopted the Lance Armstrong principle of using the team to take a back wheel at every opportunity and use them to conserve my energy (thanks guys). I only contested one of the sprints for a signpost as it was downhill. Having made it past Ian to take the lead I eased up before the sign only to be taken by Tony on the outside who gave a victory whoop so for me it was Nil Points in the sprints.

Saturday saw Group 2 arrive. On the Sunday the 140K riders signed on and Dave Dunbar started around 5 mins before us. After some fairly fast riding and taking longer than expected we caught up with him. After an energetic few days I decided I wasn't up for heroics so eased down to join Dave whilst the others went on. With the pace off we took a more leisurely attitude being able to take in the scenery and enjoy the ride. The route was not as hilly as previous years and whilst the sun did not shine great deal it did make for ideal cycling conditions.

Whilst we maintained a steady pace the largest mainly young group in the event representing Evesham Wheelers came past on several occasions only for us to catch them up either feeding their faces or carrying out running repairs.

The road markings were a little confusing at one point and I was going to go up a turning until Dave pointed out that they were not all quite the same colour which proved correct and avoided us adding a few kilometres to our ride. Others however did take the turn not noticing this.

We looked for a café in Glicourt (I think) only to find it had shut 20 mins before so we carried on to Dieppe where we couldn't find the second bridge the instructions said we should cross. Neville Chanin (well known in Audax circles) came by and pointed us in the right direction. We somehow missed the road marking the first time although it was quite clear. After a bit of a to and fro in Dieppe Town we found the right route to the finish and a welcome cider and buns. We waited for the prize giving but none this time. Possibly just as well as the top prize was a Hybrid and we speculated (a) How to get it to the ferry (b) would Trans Manche expect us to buy an additional ticket for it and © how much hassle would there have been with the nice Customs people at Newhaven.

Nevertheless it was a good trip in good company with a good few miles thrown in and Club des Cyclotouristes Deppois provided their usual excellent organisation

Alan Symonds

AUDAX NEWS

From Richard Thomas

This has been a recovery month for me after a busy May qualifying for Paris-Brest-Paris.

I have only ridden one event, a 200km from Midhurst. Needless to say it rained, and I got very wet again!

See below for the report of that ride.



On the road to La Berade,
French Alps July 2006

MIDHURST 200 km 16th JUNE 2007

We headed off at 7:30am sharp from Midhurst, heading for the Chalet Transport Café at Cowfold. I rode with Colin Mildwater of the San Fairy Ann and we were looking for a quiet ride. Soon after the start I got an unmentionable, caused by a small hook of wire from a car tyre. Apparently these small pieces of wire are shed from radial ply tyres. Colin said they are very common in the United States and were a problem to him when he rode across the States last year. Soon after we got going again the heavens opened and we were in a deluge. We sheltered to escape the worst but then had to press on otherwise we would be out of time at the first control. We reckoned that the cloud followed us to Cowfold as we were wetter than those who got there before us. I was so wet that I could not stop shivering and the proprietor had to get the mop out to remove the water that had poured out of our shoes and garments, oh delight! Chris Tracey had joined us before Cowfold but left us to our meanderings as he stormed off up the road.

The weather rather put the damper on the whole ride and we took it easy back to the next control at Midhurst (from where we started) for a lunch stop. The only real challenge was Bexley Hill with its 25% gradient for the final 200m of the climb. Once again Chris left us for dead on the climbs and got back to Midhurst before us.

We left Midhurst for the third stage to Alresford just before 2pm, we had taken nearly 7 hours for the first 110km so this was going to be a long ride. The rain came once again on this stage yet we were dry by the time we reached the control at Alresford. After a cup of tea we were off on the final, laney stage back to Midhurst, including a stiff 16% climb back up to the A286 near Midhurst. This back road is used to avoid the busy main road.

We took over 11 hours for the whole ride, more than an hour longer than two months previously for a very similar route, have I lost my edge after the May rides? This was not the most enjoyable 200 that I have ever done what with the rain and also I had not really recovered from the Dieppe raid. Time for a break I think.

My remaining Pre - PBP rides are a 200km and a 300km in July and a 200km the Sunday before setting off for Paris.

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

station road, polegate

01323 482368

club discount for members

10% on accessories

15% on high 5 energy products

20% on inner tubes

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The August Newsletter will be out on **3rd August 2007**. 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 **28 July 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.