



Issue 7 – May 2007

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**The Official Monthly Newsletter of the Eastbourne Rovers Cycling Club**

### ***EDITORIAL***

I have been asked to keep the Newsletter alive as the Club intends to continue with the monthly newsletter, which will be available only on the web site or in hard copy. It will not be E mailed to individuals. Let me know if you have any problems accessing the web site or document.

Many thanks for continuing to send in great contributions. Don't forget, it's your newsletter and its success depends on your contributions. Please email me anything of interest, photos greatly appreciated. *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](mailto: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 two reports to the local paper but is unsure whether they have been published. If they have they will be included in the next newsletter.

### TWO-UP EVENING 10

26 APRIL 2007

There was a good turnout for this evening series season opener. Congratulations to the winners, Peter Moon and Stuart Davis, and well done to all who rode on a dry but windy evening, hard out, easier back. Thanks also to Sue Cox, Emma Richards, Graham Lade, Brian Holt and Steve Frame for organising and timekeeping/ marshalling.

#### Results

Peter Moon & Stuart Davis	23:00
Stuart Medhurst & Graham Hadlow	23:21
Tim & Paul Fuller	24:24
Tony Murphy & Adam Ford	24:50
Dave Cox & Kevin Burton	25:10
Julian Sykes & Bob Coleman	25:34
John Seviour & Alan Symonds	27:17
Tracy Fuller & Lina Cahill	34:59
Peter & Nathan Ingram	35:34



Bob Coleman & Julian Sykes



Tim & Paul Fuller



Kevin Burton & Dave Cox?



Peter & Nathan Ingram



Stuart Medhurst & Graeme Hadlow

## RACING RESULTS

Harry Featherstone has reported that we have been fairly active during the past month.

### Open and Association Time Trial report and results (where available):

We had 5 teams in the East Sussex CA 2-up(see result below). Graham Hadlow did a good ride of 1:47:09 in the Crawley Wheelers Sporting 41.59 miles TT on 6<sup>th</sup> April, placing 15<sup>th</sup> out of 58 finishers. Former Eastbourne Rover James Dear of In Gear won the event in 1:39:27. Several riders rode the Brighton Mitre events on 7<sup>th</sup> and 9<sup>th</sup> April. In the Redmon 25, Steve Frame did 57:38 and Harry Featherstone was 1<sup>st</sup> Vet with a + of 21:32. The same "team", Steve and Harry rode the ESCA 10, Steve did 22:59 and Harry was 1<sup>st</sup> Vet with a + of 8:06. In the 25 the next day Steve did 57:03 and Harry was 1st Vet over the 2 events. Other events ridden were the Kingston Phoenix 25 and Tonbridge 10.

The following results (edited) are taken from the CTT website.

### East Sussex 2up 24

01/04/2007

No	Rider	Club	Time	Notes	+/-
1	David Pollard & Christian Yates	In-Gear Quickvit RT	00:53:46	V	+15:16
2	Tom Copeland & Matt Green	In-Gear Development Squad	00:53:47	MJ	
3	Jon Sharples & Jamie Pringle	In Gear Quickvit RT	00:55:24		
12	Graeme Hadlow & Stuart Medhurst	Eastbourne Rovers	01:00:34	inc 1:30 LTS	
13	Stephen Humphrey & Stuart Davis	Eastbourne Rovers	01:00:35		
18	Adam Ford & Andrew Stobbard	Eastbourne Rovers	01:02:19		
	Steve Frame	Eastbourne Rovers	00:59:30	Solo	
	Harry Featherstone			DNF	
	David Cox	Eastbourne Rovers		DNS	
	Kevin Burton			DNS	

### Redmon CC 25

15/04/2007

A sunny warm morning was all that was required to take 32 riders under the hour on this early season event much of which is on country roads. Last years winner Laurence Harding had to settle for second place to Paul Mill who averaged almost 29 mph. The promoting club were delighted with the larger than usual field.

No	Rider	Club	Time	Notes	MPH
1	Paul Mill	Team Edwardes	00:51:49	S39	28.95
2	Laurence Harding	www.agiskoviner.com	00:52:14	V41	28.72
3	Steve Dennis	East Grinstead CC	00:53:07	V43	28.24
4	Mark Winton	Lewes Wanderers CC	00:54:25	S29	27.57
5	Lee Turner	Sigma Sport	00:54:34	S38	27.49
14	Steve Frame	Eastbourne Rovers CC	00:57:38	V41	26.03
31	Stuart Davis	Eastbourne Rovers CC	00:59:34	S36	25.18
33	Stuart Medhurst	Eastbourne Rovers CC	01:00:03	V44	24.98
52	Stephen Humphrey	Eastbourne Rovers CC	01:03:10	S34	23.75
53	Harry Featherstone	Eastbourne Rovers CC	01:03:18	V74	23.70
54	Andrew Stobbart	Eastbourne Rovers CC	01:03:21	V45	23.68
60	Adam Ford	Eastbourne Rovers CC	01:04:00	S35	23.44
62	Kevin Burton	Eastbourne Rovers CC	01:04:14	V51	23.35
86	Andrew Parsons	Eastbourne Rovers CC	01:10:52	V45	21.17
	Peter Moon	Eastbourne Rovers CC		DNF	

The Editor will hope to improve this race report/results service for the next Newsletter. I need your results by Email or on Monday's down the clubroom. Don't be shy!

### FORTHCOMING EVENTS:

I have been asked by Dave Marshall of the Catford CC to encourage our riders to enter the Catford Open 10.

## EVENING SERIES TIME TRIALS 2007

THURSDAY	3 MAY	10 MILES	7.15pm	PEVENSEY
THURSDAY	10 MAY	10 MILES	7.15pm	PEVENSEY
THURSDAY	17 MAY	10 MILES	7.15pm	PEVENSEY
THURSDAY	24 MAY**	10 MILES	7.15pm	PEVENSEY
TUESDAY	29 MAY	14.07 MILES	7.15pm	PEVENSEY
TUESDAY	5 JUNE	10 MILES	7.15pm	PEVENSEY
TUESDAY	12 JUNE	14.07 MILES	7.15pm	PEVENSEY
TUESDAY	19 JUNE**	25 MILES	7.15pm	EAST HOATHLY
THURSDAY	28 JUNE	10 MILES	7.15pm	PEVENSEY
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.

### [Preston Park Track](#)

#### [A BRIEF HISTORY OF PRESTON PARK TRACK, BRIGHTON by Gavin Smith](#)



1956



2006

### Preston Park Track History

The British army dug out the site of the cycle-track by hand, the work being completed in 1877 with racing starting a year later and competition taking place every year up to the start of the First World War.

There was a very nasty crash in 1910 when motorcycles were being used for pacing, and this led to the present bylaw banning motor vehicles from the track.

Between the end of the First World War and 1936, the racing surface was cinders. When riders crashed they were washed down in the clubhouse with hot water and a scrubbing-brush to get all the cinders out.

In 1936 a tarmac surface was laid and the first and last bends (the sharpest) were built up to make them safer.

There was, of course, no racing during the Second World War. After 1945, most of the meetings were run in conjunction with the local athletics clubs, using the same starter, who would always be dressed in white trousers, a red jacket and a red cap.

At that time, all the main Brighton clubs ran open track meetings, and the league only organised meetings on the spare dates. With no cash prizes allowed in 1953, the awards in the devil in a top-class August 1953 meet were: 1<sup>st</sup> A canteen of cutlery, 2<sup>nd</sup> A “Metamex” walnut clock, 3<sup>rd</sup> A butter and toast cruet.

In 1954, when a new running stadium was built at Withdean, the athletics clubs left Preston Park. By now, evening cycling meetings regularly had 3,000 or so spectators, each paying the princely sum of one shilling to watch, or three-and-a-half shillings to sit in the stands, which were always full. There was a big international meet that year with riders from Australia and Germany taking part.

In those pre-television days, people would arrive early to make sure they got the best viewing positions. The racing was fast and furious and there were many crashes. There would be a first-aider on all of the four corners, and the judges would pull injured riders off the track when there was a crash, so that the racing wasn't delayed.

Bank holiday meetings were nearly always sell-outs with around 10,000 paying customers, and the gates were closed before racing began. Some of the world's top pros rode at Preston Park, including the legendary Reg Harris, as well as Hugh Porter, the Dutchman Leo Van Vliet and Australians Sid Patterson and Russell Mockridge, both of whom were the only riders to have won both the world sprint and pursuit championships. There were major sponsored meets, notably ones funded by Dunlop and Fyffe's.

In the spring of 1956, following several nasty crashes, the infamous “dressing-room corner” before the finishing straight was banked higher up and made much safer. In those days, the league ran a special “repair fund”, from which you could claim for repairs after a crash.

Among the stalwarts of Preston Park track over the years have been: Tom Boniface, a top rider in the early years of the twentieth century; Les Glover, a pre-war sprinter and character who always came out on to the track in a dressing-gown; Jimmy Knight and George Woodham who were both riders and promoters in the post-war years; George Woodhams, promoter of the Dunlop meets in the 1950s before being cycling correspondent for the Daily Telegraph; Eric Wills, prominent rider from the 1950s who founded Brighton & Hove Wheelers; Charlie Turner, organiser of countless open meetings; the legendary Roy Humphrey who rode and promoted for very many years; Alan Limbrey, who won several championships and broke many records on the track; Alan Packett, a highly successful sprinter after whom the current sprint championship trophy is named; Mick Hasler, who rode for several years at the track and was national junior sprint champion; Frank Blake and Ken Wells, who both rode successfully for many years and are still to be seen officiating and assisting at trackside fifty years later; Graham Lade who holds the record for the number of seasons ridden at the track: 34.

The popularity of track-racing declined in the 1970s, and in the 1980s Preston Park track league had few regular riders. Dave Barnard and Graham Charlton then arrived on the scene and masterminded a revival. Since the year 2000, hard-working Vern McClelland has taken on the mantle of organiser and chief commissaire.

The league is now going from strength to strength, with around 120 competitors taking part each season and two national champions among the regular riders. Several-times league champion over the past 15 years,

Lee Povey is the national 30-34 years masters sprint champion, while young star Peter Mitchell is the national youth sprint champion.

Exciting racing takes place every Wednesday from the first Wednesday in May to mid-August, starting at 7.00pm and incorporating a great mix of races for both seniors and youths. Riders of all abilities take part. The seniors are divided by category and the youths are banded by age-group. Spectator entry is free and new riders are always made very welcome.

More information about Preston Park track racing can be obtained from Vern McClelland on 01903 814351 or email [macbike@tiscali.co.uk](mailto:macbike@tiscali.co.uk).

*Many thanks to Frank Blake for supplying the information for this summary, and to Ken Wells for his additional input.*

### [“Try the track” at Preston Park, Brighton](#)

Did anyone try the track on the Wednesdays 4, 11, 18 and 25 April, would you like to share your experiences in the next Newsletter? You might like to take part in the official Sussex League meets starting on Wednesday 2 May at 7.00pm.

These meets will then take place every Wednesday evening (weather permitting) until 15 August. Preston Park has been dubbed “the friendliest track league in the country” and a warm welcome is always given to new riders.

Seniors (on track-bikes) get five different races per meet and youths (on freewheels) get three. An evening for a senior would typically have an 8-lap scratch race, a handicap race, a devil, a points race and an unknown distance event, but there is a 4-week cycle of races which varies the fun! And every 4 weeks there are championship events for sprints, points races and scratch races.

The League has its own monthly newsletter, reports and results are posted on cycling websites and there are great refreshments every meet, as well as a commentary.

Any Club members wishing to have more information are asked to contact me on 842282 or email [gavmn@tiscali.co.uk](mailto:gavmn@tiscali.co.uk).

### [AUDAX NEWS from Richard Thomas](#)

Following my March escapades, as reported on the “Tony & Emma” web site by Alan (look for the photo as shown opposite), April has been a busy month for me.

On Good Friday I was part of an Easter Arrow five man team called “The Space Vedettes Ride Again” riding from Chislehurst in Kent to York, over 400km and only 24 hours to do the ride. This name derives from the fact that we were the “Space Vedettes” in 2004 when we did a similar ride to York. The name is an amalgam of “Space Cadets” and the “PBP Vedettes”, who are the fast “under 80 hour group”. This explanation is nearly as long as the ride, sorry!

The team comprised team captain Rob Bullyment, Chris Tracey, Mark Heffer, Andy Uttley and myself, team photo as below.





*Team Photo at the start at Chislehurst*

We are all used to doing this sort of thing but 400km in early April is still a challenge. We all congregated at Rob's house in Chislehurst and readied ourselves for a 9am start. Rob's wife kindly took the team photos then we were off, bumping and grinding through the streets of south London with its numerous traffic lights, some cycle lanes which suddenly end and Red Ken's bendy buses. Who needs it! We passed the long queues of parents outside the London Dungeon before crossing London Bridge and heading north through Hackney, the Lea valley and our first stop in delightful Harlow New Town after 54km covered in 2hrs 30 mins. Oh bliss, getting your card stamped at Sainsburys. We had arrived a bit early so had a half hour feed stop here before heading out into the countryside and the longest leg, 100km to Whittlesea. We found the going a bit gritty due to a niggly northerly wind, just our luck. Andy Uttley was suffering on this leg with a tight chest, caused by the rape seed fields being in bloom, so our team split into two groups with Jack shepherding Andy whilst Chris Tracey led from 50 yards in front of Rob and me. A combination of wind, "split team" tactics and a puncture in Andy's front wheel saw us at the next check at the Mace mini store and petrol station at Whittlesea at 17:15, and already 8km overdistance, 164km covered in 8hrs 15mins. More sandwiches bought and consumed here before the depart to Boston, only 52km away.

This leg proved tough and it was dark by the time we arrived, more sandwiches etc before the next leg to Cherry Willingham, just outside Lincoln, where Rob's parents live, and who had kindly agreed to feed us and allow us a short stay and a little sleep. My Mum also lives in the same village, life is full of coincidences, so on arrival I popped round to see her before going back to Rob's parents house to join the rest of the team. My Mum thought I should give up this sort of thing due to my advancing years!

We had arrived in Cherry Willingham just before 11pm, some 40 minutes down on schedule. The delay was partly due to my inability to get there, as amidst much ridicule from the rest of the team, I had to stop for some food 4km from the village as my legs had gone.



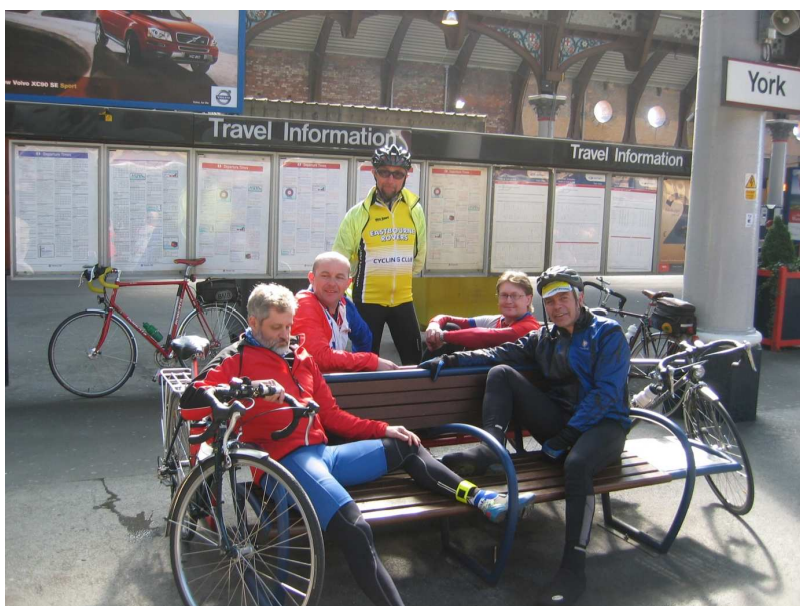
*Slightly the worst for wear, 5am at a garage stop at Beverley*

We had scheduled to leave Cherry Willingham at 1am, so we only had about 1 hours rest after the meal, funny how the time goes so quickly. Out into the night, which was clear and cold, about 2 degrees above freezing. Into Lincoln to get a stamp at the Shell garage on the ring road, some 285km covered, only 16km overdistance. We now crossed the Lincoln bypass on a high bridge and headed for the Humber Bridge, on our way to the next control at Beverley. This leg of 77km saw us arriving at just after 5am. The photo above shows us slightly the worse for wear.

The rules of the ride meant that we had to be at the penultimate control at Howden in 22 hours from our start time, ie by 7am. This is to stop riders doing the minimum distance of 360km in 16 hours then having 8 hours rest as the ride is meant to last 24 hours. I got very cold during the night and by 6am my shoulders had seized up, oh such pleasures! The sunrise lent a little warmth to the air as we hit Beverley and a “pit” stop at a garage before authorizing our 22 hour point courtesy of a cash machine receipt. We were significantly over distance with an actual 428km by the time we got to York, some 27km overdistance, or 75minutes at our average riding speed.

This meant we had to get a move on for the last 32km to York, and the air was warming up as we team time trialled to York, arriving with 5 minutes to spare on our 24 hour deadline. We were looking for somewhere to get our cards validated when Jack, who is a fireman, spotted York Fire station. They kindly obliged by validating our cards and inviting us in for a cup of tea, which was nice. We stayed there for about half an hour before riding round to Weatherspoons for a cooked breakfast and a pint of beer (Andy Uttley’s suggestion), which relaxed us ready for the train journey back to London.

Here we are on York Station, Andy appears quite relaxed!



*York Station*

The guards van on the GNER train had proper racks and straps for the bikes which was good. The journey took just over two hours, slightly quicker than our journey north! On arrival in London, we just had the 25km ride back to Chislehurst to do before driving home. The Arrow had hit the target!

### Easter Monday 200km from Midhurst, West Sussex.

Being a glutton for punishment, I had also entered Dave Hudson's 200km on Easter Monday, starting from Midhurst and going up to Pease Pottage before returning to Midhurst via Bexley Hill (25%), near Lickfold. This just left about 95km to finish the ride by nipping up to New Alresford in Hampshire and back to Midhurst by many tortuous and poorly surfaced lanes, and a steep hill back up to the A286 near to the finish at Midhurst, just to wreck your legs completely! This is the same route as we did in the dark in January, when I walked this last hill. At least it was light this time. Chris Tracey had also decided to ride so I mistakenly tried to keep up with him all day so spent most of it smashed! I can't do the hills at his pace. We got round in under 10 hours for the 203km, averaging nearly 24km/hr riding speed.

So I had hauled my poor old body some 656km over the Easter weekend. Good training for PBP.

### The Hailsham 300km

All the activity over Easter has not put me off so on 21<sup>st</sup> April I did Dave Hudson's 300km ride from Hailsham, which is a PBP qualifier. I got up at 2am and slowly came to and got ready to leave to ride to Hailsham. Leaving home at 3:20am it was very cold, with mists hanging in the lower lying areas of Polegate so I upped the cadence and arrived at the Leisure Centre car park at 3:45 am to pick up my Brevet Card and bananas. I met up with my riding group of Chris Tracey, Paul Outhwaite, Jack Williams, Martin Malins, Rob Bullyment and Mark Heffer.

The ride started with a gentle ride to Alfriston before the climb of High and Over and a control at the top where John Seviour and Dave Marshall of the Catford were checking the riders through. We then drifted along the coast road through Newhaven and Brighton to Shoreham, then north to Steyning (information control here) and onward to the first control at the Chalet Café at Cowfold, 71km covered in under 3 hours. Chris thought we stayed too long but we had to eat something here so I had a bacon "sarnie" and a tea. The next stage of 62km to Brightling and a Dave Hudson control was undertaken at a fast pace. However, although I was looking for an easy ride after the Easter Monday ride with Chris my enthusiasm had got the better of me and for the first 133km to Brightling I had been trying to keep up with Chris, Paul and Jack! Chris and Paul do like to "test" each other on the hills and Jack has got fitter and has a new bike so he is also going well. I was having a hard time and my legs were screaming by the time I got to Brightling so I then decided to wait for Rob and Mark. Sitting at the control in the sunshine and looking north across the beautiful countryside was no problem for me so I had a rest for about one hour before leaving with Mark and Rob for the 54km to Dungeness. Soon after Brightling Mark got a p\*\*ct\*re in his front wheel so I had a bit more rest and Rob had a chance to try out my pump on Mark's front tyre. Both the pump and Rob worked very well. A couple of riders passed us by and once on the road again we soon caught them up to swell our group to five. One of them was an Australian, Julian, who is over here to do the qualifying rides for PBP, it will be his first time for PBP and he is looking forward to it.

I took the front to regulate the pace as we sped towards Rye and onward to Dungeness. As we arrived Chris and team were just leaving so they were half an hour ahead of us! A half hour stop here for us was all we could afford timewise (time is miles, as hardened Audax riders have a habit of saying) and we were off to Rolvenden via New Romney, Bilsington, Ham Street and Tenterden. By the time we arrived at the control at the World of Water we had covered 237km, so another half hour stop for egg and bacon sandwich, coffee and apple and custard saw us refreshed and ready for the final leg. However, by this time we had lost our Australian friend as he was having a bad day and I last saw him at Rolvenden as when we were leaving, and it seemed that he was reluctant to continue! I presume he finished.

This final leg of 63km was a dog leg up to Frant via Hartley, Goudhurst, Lamberhurst and Bells Yew Green before a run back along the A267 to Hailsham. This main road was not as bad as we feared as the traffic

was fairly light. The hills were not that easy and legs were hurting on the several climbs on that road. I led our little group on this leg, with our "team" fairly spread out. I was feeling OK and encouraged the pace as we were aiming to finish by 7:30pm to give us a 15 ½ hour ride. This we achieved for the 203km, and my computer showed an average riding speed of 24km/hour. So I had nearly 3 hours off the bike, it did not feel like it though! There were 56 starters and 2 packed to my knowledge. The riders in these events seem to be getting faster/fitter and over 35 riders were back before us. A few years ago a 15 ½ hour ride would have been in the first 10 riders back. Perhaps it is the influence of the Sportive events as reported in that old rag known as Cycling Weekly. Or is it the fact that it is a PBP year when everyone is pumped up and going for it.

Well, dear readers, May is a busy month for me as I have a 200km on May Bank Holiday Monday, followed by 400km events on the weekends of 12<sup>th</sup>/13<sup>th</sup> and 19<sup>th</sup>/20<sup>th</sup> with the big one, the National 600km on 26<sup>th</sup>/27<sup>th</sup> May. So that's 1600km in one month, and by then I should have done all my qualifying rides for PBP and will also have become an Ultra Randonneur, which is what you get when you have done a Super Randonneur series for each of 10 years over any period. I did one in 1991 and then every year from 1999 to 2007. If you can stand it I will recount my rides for the next newsletter.

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*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 June Newsletter will be out **on 4th June 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. Let's have some more *letters to the editor* ! Closing date for articles for next issue is **28 May 2007**.

Please contribute something for members to read and enjoy! Please keep up the good work and great articles.

My contact details are:

Tel: 01323 502615

Email any articles to : [RichThomas@btinternet.com](mailto:RichThomas@btinternet.com)

**Richard T.**