



As the memories of this year's Tour de France slowly fade we are finally greeted by some sunshine.

There was one point where my morning routine was to check the weather forecast and see if I needed my waders again, then it was over to the news channel to see what teams and riders had walked away from the Tour over another drug scandal!

If this continued I had a good mind to put in my application, well there would not be enough riders left to compete and could not ignore it any more.

The good news though is the weather. Finally that yellow ball in the sky has re-appeared and looks to be doing a good job of drying out the land. Let's just hope that that this continues for a bit longer, I think we deserve it.

Straight On At Rosie's

Saturday 14th July saw Brian Mann increase his estimated Audax distance to 3,200 kilometers with the completion of the 'Straight On At Rosie's' ride taken place in Alfreton; Derbyshire.

The route started with a beautiful wind assisted level ride out to Rosie's transport café. From there it was 'straight on' towards Scunthorpe. The half way-point was crossed within just 3 hours, but then the road turned and the wind was against him, the final leg also had a few inclines thrown in for good measure. After a long slog the finish line was in sight bringing another 200km Audax to an end.

Time Trial Results

Thursday 12th July - Lavenham 10

Pos	Name	Club	Time
1	A Pettit	SDCC	23.52
2	R Davies	CCS	24.24
3	D Bree	CCS	24.27
4	J Rush	CCS	25.13
5	S Mayes	Inter Bike	25.25
6	M Gant	CCS	25.48
7	N Baker	CCS	26.08
8	B Mann	CCS	26.36
9	D Day	VTTA	27.11
10	P Burman	Hav W	28.06
11	T Law	CCS	30.33
12	B Law	CCS	31.59
13	J Steed	CCS	32.59
14	T Moore	Bath RC	34.59
	J & K Baker	CR	22.37

Thursday 19th July - Hitcham Hilly

Pos	Name	Club	Time
1	L Bark	SDCC	31.23
2	A Pettit	SDCC	33.20
3	T Haseldine	SDCC	34.18
4	D Bree	CCS	34.20
5	J Everett	SDCC	35.06
6	J Rush	CCS	35.19
7	M Wykes	IBC	36.07
8	B Mann	CCS	36.56
9	A Russell	CCS	37.35
10	V Marsh	CCS	37.58
11	S Kirk	CCS	38.02
12	P Burman	Hav W	38.21
13	A Townsend	SDCC	38.25
14	A Rogers	CCS	41.25
15	G Griggs	CCS	42.00
16	R Sidgwick	CCS	43.32
17	T Law	CCS	44.09
18	T Jackson	Hav W	45.00
19	J Steed	CCS	48.36
20	B Law	CCS	48.52



**Thursday 26th July - Lavenham 10
Club Championship**



Name	Time	Place	HC	VETS
J Steed	33.46	15	15	12
B Law	32.33	14	9	6
T Law	30.03	12	5	2
R Weaver	29.41	11	10	7
J Rush	24.33	2	2	-
S Kirk	29.34	9	14	11
G Griggs	29.31	8	12	4
V Marsh	26.22	5	6	8
B Mann	26.45	7	4	1
S Wright	23.33	1	8	3
A Rogers	29.34	9	1	10
A Russell	26.18	4	2	5
R Moorse	DNF	-	-	-
M Shotbolt	26.35	6	13	-
R Harman	25.08	3	10	-
R Sidgwick	30.51	13	7	9

Other riders for the evening

Name	Club	Time
T Jackson	Hav W	31.03
P Burman	Hav W	27.27
T Moore	Bath RC	34.07
T Haseldine	SDCC	24.39
G White	ITC	28.30
A Jardine	IBC	25.03
M Rennison	Hav W	28.45

Thursday 8th August - Brent Eleigh

Pos	Name	Club	Time
1	T Haseldine	SDCC	19.52
2	J Rush	CCS	20.02
3	J Chisnall	CCS	21.05
4	S Kirk	CCS	21.11
5	S Mayes	Inter Bike	21.16
5	B Mann	CCS	21.16
7	M Gant	CCS	21.29
8	C Byford	Hav W	21.58
9	G White	ITC	22.07
10	P Burman	Hav W	22.25

11	N Rush	CCS	22.27
12	R Rush	CCS	22.42
13	T Law	CCS	23.07
14	R Sidgwick	CCS	24.07
15	B Law	CCS	25.43
16	A Jardine	IBC	25.56
17	H Rethman	CCS	26.14
18	J Steed	CCS	27.02
19	M Wykes	IBC	DNF
2up	L Bark + B Jackson	SDCC	21.34

UK eTape

The Tour de France has been and gone; eventful as it was. But let me tell you about a little Tour adventure that Viv and I took part in...

It all started back on July 1st, one week before the pro's hit the roads of Kent, it was a chance for the dedicated, serious or down right suicidal cyclists out there in the world to try a hand at a stage of the Tour. Much the same as the etape held in France this was a little bit more accessible and

The course was very similar as the first stage of the Tour; 190km from London to Canterbury and places were limited to 5,000 with a first come first serve basis. Thanks to some slick interweb skills Viv had secured our tickets back in February. It was a very early start, we needed to sign on in Greenwich Park before 6 in the morning for a start time of 6:30. After some clear road and expert map reading we arrived, only to park next a car of riders from Ipswich!

After a bacon breakfast we got our bikes ready and put some spare clothes on a transport lorry to be delivered to the finish line awaiting our arrival. Moving towards the start line you realised the size of this event, groups of 40 riders were set off every minute to prevent a serious bottle neck. Once we heard that start whistle we were off and I noticed another



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shocking aspect; unlike in the real tour the roads remained open, so we should have been following the Highway Code and all that. Well we did start off doing this but at the first set of traffic lights, as I eased on the brakes and set about stopping a seasoned pro behind told me to keep going, not convinced I continues to slow down. At that point the chap behind and 20 others just shot across the junction bringing the traffic to a stop. I of course decided that there was safety in numbers and joined them.

The route took us out and through Dartford and onto Gravesend. Soon the residential areas and industrial zones were replaced by trees and fields; we were finally rolling through Kent.

I've never ridden in Kent and was not truly aware of just how hilly it can be, I knew that the course was going to take in three Category 4 climbs but when the first arrived I was not really ready. But the good thing about a hill climb is that at the top there will always be a down hill, and 9 times out of 10 it was worth the effort. One of my best memories of this ride was sitting on the drops in top gears tearing down the road at 65kmph. That said I did find myself in a miniature peloton and suddenly realised that I was being whisked along at 55kmph by the group; not even pedaling!

After an hour or so we were happy to see a sign to advise of the upcoming food stop, we pulled in to find that food, drink and even mechanics were laid on for us, of course it was a bit of a panic stations so I opted to just stand clear and enjoy some strange 'School Bars' fruit things.

The next section saw another classic descent into Watlington, at the bottom of the road was a set of traffic lights

(promptly ignored) which took us into the main high street, the pace was high until residents and pedestrians were waving for us to slow down. Around the next corner we saw why, a rider had missed placed the corner some how and was in a mess looking heap in the side of the road.

Undeterred by this we upped the pace again, despite the rain that was now falling. We pressed on until the signs for the next feed station. This station was around 75km. Once again Viv tucked into some Soreen malt loaf cereal bars, not being a malt loaf fan I stuck to my School Bars. Once again we were back on the road and heading into a rain heavy head wind. I managed to find a rider of a similar cadence and between us we worked together for a few miles. The second Category 4 climb took place in Goudhurst. During the climb through the main village Viv turned to me and told me this is the place he is coming in a weeks time to watch the race. It would be the perfect place, the riders will be slightly slower; not as much as us, but enough to get a few snaps of the pros.

After an energy bar fueled blur of a ride we entered Ashford and our third and final food stop. I made sure to replenish the gel bars in my pockets and we spent a few minutes working out some times in my head. Previously Viv had estimated around 9 hours to complete the ride. If we kept up our current pace we were going to smash that by a long way. With this in mind we set off again knowing we had broken it's back and it was all down hill from here, well metaphorically speaking that is.

Especially when we found ourselves at the foot of the final climb. This climb was a narrow country lane with trees either



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side, the surface was wet and the pace was slow.

When we reached the peak we were greeted by a massive cross wind that whipped around my wheels causing some crazy swerving across the road. Viv soon joined me and we swapped stories of that hidden wet man hole cover which we both hit and slipped on.

Looking down at my computer I knew that there was not long left. Looking at the road ahead I noticed it was straight with a slight descent. The competitive edge kicked in and the pace was increased, I soon realised that I had created a little break away with 6 or so riders sitting on my wheel. As I sat there I knew there was only around 20-30km to go and the road looked down hill. I was not going to be sucked into that old trap; a final sting in the tail of the course. Little did I know that it was all down hill from there, in fact I soon ended up in top gear again powering my way into Canterbury. Suddenly there we Police directing us into a separate lane; knowing the end was near I jumped on the drops and really powered down, now or never style! I was coming in at such a pace that I totally missed the finished line and a marshal had to jump out the way as a skidded into a barrier directing cyclists into Canterbury park and a well deserved cup of tea.

The official transponder put my time at 7hours 27mintues, not as fast as the pro's but mine was a clean dope free ride. (well you knew there would be some reference to it some time!)

- Adam Chamberlin

Tour de France 2007

After watching the London and Canterbury stages on tele', three club members

made a last minute decision to 'pop' over the water to watch the 4th stage in French France.

Robin W, Deano C and myself left for Dover just after midnight for a very (very) early ferry crossing.

After the obligatory 'fat boys' breakfast onboard, we arrived to a rather dull and misty Calais, which didn't improve on the way down through northern France.

Rapid progress on deserted motorways was made before we arrived at our chosen destination deep in the French countryside and set up 'camp'.

Table, chairs and an optimistic umbrella were put up alongside a sugar beet field, before a small rise in the road.

The predicted sunshine never arrived as we enjoyed our picnic alongside the locals who had come out in force to support their national sport.

More than once, passing spectators looked us over and mumbled something which always included the word Angleterre followed by a 'phew' with raised eyebrows.

The 'Caravan' arrived after a couple of hours, with all manner of weird and wonderful trade vehicles spewing out loads of freebie samples and mementoes to the grateful local recipients. We were no better as we collected a mountain of things we would never need or use. The grandchildren at home appreciated them though!

The never-ending procession of official cars preceded the arrival of the riders who were unusually grouped together in one huge bunch. I had even less opportunity to get some leisurely shots of them all.

Of the six visits to see le Tour, I have to admit that I've never actually managed to freely watch one, as I'm always too busy taking pictures behind the camera.

Robin and Deano did and tell me it was



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quite a spectacle though!! But the atmosphere is what it's all about and it was as thick as ever as we watched the remnants of the peleton disappear away up the hill beyond us. As we packed away, we always ask ourselves the same question, "Well chaps, was it worth it" Of course it was! Even after a 630 mile, 24hr day.

- Bloke at the Back

The Three Valleys, DIEPPE 2007

We left Sudbury at the crack of dawn, well, 6am, in three carloads with various passenger and bike storage configurations. After a rendezvous breakfast stop on the way down, we arrived at the Speedferries terminal in good time, and met up with Stuart and Helen. The Speedferries experience was fine. We were initially surprised at the large number of cars on the dock, given the size of the ferry, until we experienced first hand how they packed them in, with about 5 ft headroom in some spots.

After eventually finding a way out of Boulogne, we broke the drive down to Dieppe with a 3 course lunch at Chez Martine; after calculating the correct price per head, we'll visit somewhere else next year! We got to Dieppe in time for the bilingual Reception speeches, followed by local cider. No local councillors attended – local elections! More food (3 course Turkish) in the evening, following meeting up with Kevin and Carole Raymond, who had travelled from their home on the Cherbourg peninsular in their hand-crafted Citroen van to join us.

Sunday morning, dry but overcast – definitely an improvement on last year! An 8.30'ish start for the 13 of us, from among the assembled mass of bikes

outside the start venue. A long gentle climb up the first of the three valleys, to Bellecombres, then a left turn through a lovely wooded stretch, the Foret d'Eawy, followed by a very welcome long descent through Bures (en Bray). We then turned left on to the 'green' rail path, and followed it for about 15k down the second valley to the lunch stop at the chateau at St Aubin-le-Cauf – nothing fancy, just sitting in a field eating the contents of a food bag provided by the superbly organised Cycle Club Dieppoise. Still no rain! Steve, Stuart and Helen branched off here to complete their 90k route.

After lunch, we followed the reverse of some of last years route, unfortunately starting uphill, and continuing to climb to Grandcourt, via Fresnoy, scene of last years life-saving cafe stop, on a longish loop inland. We were now at the head of the third valley, with a clear run (largely down) to the coast at Criel-sur-Mer. We'd seen remarkably few fellow cyclists along the way, given the total entry for all the rides of over 400, 218 from abroad, but here we were caught and overtaken by a posse of five french tandems; we hooked on the back, and were paced at breakneck speed for about 15k, definitely the most exhilarating ride of the year so far. This split the group a bit, so we had an unscheduled coffee stop by diverting to the seaside to re-group, being led to the cafe by a kindly passing motorist.

The last leg was about 25k back to Dieppe, parallel to the coast. Things got a bit out of hand here, with a 'fast' group (we know who you are) splitting the field. A second small group got dropped, joined on again, got dropped, and had trouble following the route through Dieppe until tagging onto someone who seemed to know the way. A third group very sensibly decided to proceed at their



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own pace. We arrive back a good two hours earlier than last year, giving time for a shower before the prizegiving. There were hundreds, for oldest 50k lady, youngest 90k rider, etc, etc. We didn't get one. We thought our oldest rider was in with a chance, but he was a mere stripling, apparently. We thought we might get the 'most riders' trophy, but Evesham Wheelers justifiably claimed this with 22 riders. More cider, and then to the dinner. Service was protracted, and the veggie option a bit light on content – self catering suggested for next year.

Monday dawned misty – a solitary smug rider had an early breakfast and short

run. After coffeees on the quay and a lunch on the drive back to Boulogne, we were home by 9pm.

- Robin Weaver

Upcoming events for the diary

Aug 15th Committee meeting 7:30 at the Steven Center, Cornard

Sep 23rd Interclub Time Judging competition with Haverhill and West Suffolk Wheelers. 10:30 at Hawkedon

Upcoming Audax Events

Dist	Date	Start	Event	Organiser
200	12th Aug	08:30	Bury St. Edmunds Tri-county Back-road Bash	Neil Dykes
100	12th Aug	09:00	Bury St. Edmunds Quiet Country Lanes of mid-Suffolk	Neil Dykes
211	12th Aug	07:00	Hailsham, E. Sussex Pre-PBP Feast 200	Dave Hudson
150	15th Aug	10:00	Ruislip West London 3/4	Rocco Richardson
104	16th Aug	10:00	Upper Bucklebury, Newbury Wantage Wanderer	Bob Lyle
110	19th Aug	09:50	Shere, Guildford Tour of the Hills	Tim Bar
155	19th Aug	08:30	StanmoreN. London Luton & Herts 150	Simon Trott
110	22nd Aug	10:00	Maidenhead Boulters Bash	Mick Hill
200	2nd Sept	08:00	Beech Hill, S. of Reading Alan Furley's Up the Downs	John Hollands