



EASTBOURNE ROVERS

Issue 4 – February 2007

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The Official Monthly Newsletter of the Eastbourne Rovers Cycling Club

Editorial

Many thanks for all the great contributions this month, its getting bigger and better. Don't forget it's your newsletter and its success depends on your contributions. Please don't be shy and email me anything of interest, photos greatly appreciated.

Theresa

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
Theresa Abbott:	Club Coach/British Cycling - 01323 470 739 – tabbott777@aol.com
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 socialize, catch up with recent news and gossip. Refreshments available.

Coached Turbo Sessions: Stone Cross Memorial Hall every Monday evening during the club night from 8.30pm to 9.30pm (set up at 8pm). A structured turbo session held throughout the year. Free to club members, only £2 for non –members. All welcome, its getting really popular, - come and give it a go! A couple of spare turbo trainers are available. Any queries please contact Theresa Abbott – 01323 470739 or email: tabbott777@aol.com.

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.

ERCC Club Clothing – Peter Moon.

As you are aware Eastbourne Rovers is no longer a sponsored club and as a result will be updating its club clothing. The new kit will remain the familiar yellow, black and white, but with much more emphasis on 'Eastbourne Rovers Cycling Club' and the club logo. Unfortunately the existing kit will not be acceptable in open events as the sponsored club fees will not be paid for 2007. If you do not wish to purchase the new club kit you will still be able to race in plain jerseys and shorts if you prefer.

Dave Cox has mentioned that Club events do not come under this ruling.



Forthcoming events:

February 2007

4th Feb: **VTTA (Surrey/Sussex) Annual Lunch** in Horsham. 2007 is the 50th Anniversary of this fantastic organisation, so please give it your support. The cost of the lunch is £16.50, please contact Esther Carpenter by Jan 10th for menu choices and details. Email: EsthrPp@aol.com or tel: 01424 751581.

17th Feb: To be verified : Audax UK: Mad Jack 120K – no entries on the day.

March 2007

******* ANY BODY INTERESTED IN GOING TO MAJORCA ? AS ADVERTISED ON NOTICE BOARD ----
LOOKING TO SHARE - ONE WEEK PREF 26-3 TO 2-4
CONTACT ME BY EMAIL fatboyburton@aol.com or 07710 797333 *******

Nigel and I are going for 2 weeks, it's going to be great fun. Come along - its really cheap, the more the merrier!! 55 people are going on this camp at the moment !

PRESS REPORT *by Alan Symonds*

The Annual Dinner/Dance and Prize giving of the Eastbourne Rovers Cycling Club took place on the 20th January at their usual venue the Afton Hotel, Eastbourne, who presented their normal high standard of catering followed by the prize giving before members enjoyed the disco .

The 74 members and guests who attended reported having a wonderful time. Thanks to everyone who donated Raffle Prizes. Just so that you all have advanced notice the Hotel has been booked again for next year, the event will take place on the 19th January 2008!! *Well done to Sue Cox for all her hard work in organising such a successful event.*

Prize-winners for last year were as follows;

Senior Best All Rounder - **Steve Frame.** Veteran Best All Rounder - **Harry Featherstone,**

Ladies Best All Rounder - **Emma Richards.**

10 Mile Championship - **Steve Frame,** 25 Mile Championship - **Graeme Hadlow**

50 Mile Championship - **Stuart Davis,** 100 Mile Championship - **Steve Frame,**

Junior Track Championship - **Philip Smith,** Juvenile Road Race Championship - **Philip Smith,**

Fastest 25 Mile Cup - **Graeme Hadlow,** Harold Manser 25 Mile Trophy - **Emma Richards,**

Cliff Sharp Memorial Trophy - **Steve Frame.** Ken Thompson 100 Mile Veteran Cup - **Steve Frame**

Tom McAll Long Distance Trophy - **Richard Thomas,**

1st Senior Evening Series - **Graeme Hadlow/Steve Frame.** 1st Junior Evening Series = **Nathan Russell.**

1st Lady Evening Series - **Emma Richards.** 1st Veteran Evening Series - **Dave Cox.**

Most Improved Novice - **Tracy Fuller.**

Bill Collins Trophy - **Steve Frame.**

Charles Robson Workers Cup - **Theresa Abbott**

EASTBOURNE ROVERS CYCLING CLUB

DON'T MISS THE EARLY SEASON
TIME TRIALS!!!

SUNDAY 18TH FEBRUARY 2007

10 MILES ON THE PEVENSEY COURSE

SIGNING ON FROM 9.30AM FOR 10AM START

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SUNDAY MARCH 4TH 2007

25 MILES ON THE EAST HOATHLY COURSE

SIGNING ON FROM 8.00AM FOR 8.30AM START

*IT IS COMPULSARY FOR ALL RIDERS UNDER 18 TO WEAR A HARD SHELL HELMET AND STRONGLY ADVISABLE FOR ALL OTHERS.
IT IS ALSO ADVISABLE TO AFFIX A REAR LIGHT.*

EVENING SERIES TIME TRIALS 2007

EARLY SEASON	18 FEBRUARY	10	MILES	10.00am	PEVENSEY
EARLY SEASON	4 MARCH	25	MILES	8.30am	EAST HOATHLY
THURSDAY	26 APRIL	10	MILES 2 UP	7.15pm	PEVENSEY
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 RECOMMENDED 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

Some response to Kevin Burton's picture published last month – name those riders !



Dave Cox has completed the line up for us :

From left to right : Unknown rider (apparently turned up on the day and never seen again !) ,Brendon Lyons, Matt Shaw, Kevin Burton, Stuart Davis, Stuart Medhurst, Dave Cox, Richard Gillett, Colin Jacques and Adam Ford.

DIEPPE RAID - Alan Symonds

For a couple of years a group of riders from this area have enjoyed taking part in this event which takes place during the latter half of June.

There are usually about 6 of us from ERCC, Lewes and CTC. Rides range from a mountain bike event to 200K and the cost is reasonable.

It would be nice if we could put our stamp on this one so if you are not aware of it and would like to give it a go, let me know. Full details will be available on the club notice board nearer the time but the following is a rough schedule. There should be information

available for this year on www.dieppetour.com by now but we make our own arrangements apart from the entry fee. You can of course

use the organisers accommodation if you wish.

SATURDAY. Meet at Newhaven for the ferry together with about 300 (Yes 300) other cyclists from the UK Ferry cost around £15.00 return

Arrive Dieppe and ride to hotel (unless you are taking a car). We use one up the hill just outside Dieppe which is around 35 Euros (£27)

per night.

Ride back to the Town Hall for the Mayors and President of Club de Cyclotouristes Dieppois welcome, socialise with others followed by a glass or two of Normandy cider and a morsel. Back to the hotel (this is a nice steady little climb).

In the evening we go to the Buffalo Grill (known as Buffalo Bills) which is walking distance for an adequate meal (set menu about 12 Euros (£8) + drinks) or you can go a la carte if you wish.

SUNDAY. Down to whichever Sports Hall they are using for HQ to sign on and off at the appointed time.

Rides are 40K MTB and 20/40/90/140/200K road bikes. Entry Fee £8.00 (2006)

Complete event, sign off, check if you have won anything in the raffle socialise and attend prize giving if you wish or have won a prize.

Those who have to go to work will leave for the ferry back. Those who do not, can go back to the hotel (up the hill) and out for a meal.

MONDAY. We take the opportunity to get some more miles in and find somewhere for lunch (last year Neufchatel) and then back to Dieppe for the ferry.

As you can see the cost is reasonable (about £110 for the 3 days based on last year). We have carried minimal needs in a haversack

(if you wish to use a full on road bike) or otherwise used a rack/pannier.

Being more bike friendly in France we have been able to persuade the hotel to allow us to take bikes into the rooms so they are secure.

Dutson's Secret..... compliments of Mike Horner

In olden days when time trialling on fixed wheel was popular, John Dutson was a frequent winner. He had been given a little secret by his mentor early in his career.

The idea is that with 84 inch gearing, at 100 rpm, 25 miles is covered inside 1 hour.

For those who like to understand the math here is a slightly more elaborate version.

- 1 hour is 60 minutes.
- At 100 revolutions of the pedals per minute then a rider makes $60 \times 100 = 6000$ revolution in one hour.
- On an 84 inch gear a bike travels 84 Pi inches for one revolution.
- Therefore a bike travels $6,000 \times 84 \times \text{Pi}$ inches in one hour
- Turning this into miles we need to know a mile is 5280 feet, a foot is 12 inches and Pi is 3.14159.

- $6,000 \times 84 \times 3.14159 / 12 \times 5280 = 25$ miles

For the really detailed people here is an even more elaborate version.

Choose a chain ring (say 48) and try to get an 84 inch gear ratio with 27 inch wheels. $48/16 \times 27$ gives 81, $48/15 \times 27$ gives 86.4. There is no exact 84 with a 48 chain ring.

$50/16 \times 27$ gives 84.375 which is about as close as one gets to exactly 84.

So the question we can now ask is: if we have a 50 tooth chain ring, a 16 tooth rear sprocket on a 27 inch wheel, and we maintain 100 revolutions of the pedals how many revolutions do we need to go 25 miles. Using the data from above,

$25 \times 5280 \times 12 \times 16 / 50 \times 27 \times 3.14159 = 5975$ revolutions.

This means that after 59 minutes a rider needs only 75 revolutions and we have 25 revs which is 15 seconds in hand and therefore a time of 59 minutes and 45 seconds.

This little secret helped John Dutson to regularly get under the hour.

He generously shared this with his friends when we were in our 6th decades

Letters to the Editor

Last month Gavin Smith started the ball rolling with his feelings on the use of our local roads. Here are the responses so far:

Response from Richard Thomas:

Gavin Smith has raised an interesting issue with his thoughts on the viability of main road riding these days. In the early 1980's I used to ride to work along the A27 from Polegate to Lewes and traffic was less than half of today's volumes. I would not do it now. I do ride from Polegate to Wilmington Crossroads and then turn left into the lanes to the Cuckmere Valley, thence to Seaford and all places west. However, I am very aware of the traffic when on the A27 and am glad when I get to the crossroads.

Another road that is now less safe is the A22 from Polegate to Hailsham. The traffic moves much faster than before the Polegate Bypass was built. I will not use the A22 from Hailsham to Polegate as the Polegate roundabout is too big and on the approach you could get wiped out going past the left slip onto the bypass.

As you know, I ride quite a few Audax events, and it is possible to go from West Sussex to Wales and back without hardly any busy main road riding. I know that narrow lanes have their risks but in general the speed of traffic on these roads is less due to their nature, bends, brows etc.

I believe that self preservation comes before asserting one's so called rights to ride on all roads other than motorways.

Yours sincerely

Richard Thomas

Hi Gavin

Well here's what I think. I must admit that I do most of my riding on the busy main roads, and spend a lot of my time going up and down the A22 Polegate By-pass and A259. I feel quite safe on the A22, because although it is busy the road is wide with a good verge and visibility. I personally do not like the back lanes due to the condition of the road surface and more importantly I feel far more vulnerable to traffic. The A27 is another matter. I avoid the A27 if at all possible, I am a frequent car driver on this road and it is lethal for cars let alone cycles. The problem with this road I find is the lack of width and poor visibility. I do try and take responsibility for safety issues when I ride on the road, I won't ride in heavy rain, ice, fog/mist etc. I always wear bright illuminated clothing and lights especially in the Winter, and show my appreciation to drivers who respect my presence.

Theresa Abbott

BAD DRIVING OFFENCES - HAVE YOUR SAY!

Article by Gavin Smith

The overall number of fatalities on Britain's roads is reducing slightly year by year. However, the worrying fact from our point of view is that the number of cyclists who die on our roads is continuing to increase. (*Data available on the Department for Transport website.*)

My feeling is that the general opinion among cyclists is that the roads are becoming ever more dangerous for us, and this is confirmed by the cyclist casualty statistics.

The Crown Prosecution Service (who decide which charge to bring when an offence is notified to them by the Police) is conducting a public consultation on the way bad driving offences should be prosecuted. This is our chance to have our say.

The deadline for comments is 16 March. The relevant document plus the response sheet can be obtained from CPS Bad Driving Consultation, Policy Directorate, United House, Piccadilly, YORK, YO1 9PQ or from the CPS website at www.cps.gov.uk where you click on CPS News, then on Consultations. You can also email your comments to baddriving.cpsconsultation@cps.gsi.gov.uk.

Very many issues are covered in the CPS document, but some of the items in it which are especially relevant to us are mentioned below.

Some serious driving offences discussed in the document (and their maximum sentences) are as follows:

- Causing death by dangerous driving - 14 years.
- Causing death by careless driving while under the influence of drink or drugs - 14 years.
- Dangerous driving - 2 years.
- Careless driving – community penalty or fine up to £2,500 (not imprisonable).

One thing the CPS want views on is how they should decide what is "careless" and what is "dangerous" driving, for example when there is momentary inattention and a single misjudgement by a driver. The typical scenario is when a driver pulls out at a "Give way" into the path of a cyclist and seriously injures him/her, saying "I didn't see you, mate!" Should he/she be prosecuted for "dangerous" or "careless" driving?

Similarly, the CPS want views on whether especially serious speeding offences should be prosecuted as dangerous driving.

This is a real chance to have our say. With this consultation, we can try to influence CPS charging policy in the direction of giving more protection to cyclists.

If you get the policy document, you don't even need to answer all the suggested questions - just one or two will be enough. The whole exercise including reading the document and writing your comments could take as little as an hour, and you will have had your say on behalf of cyclists (and all vulnerable road-users).

AUDAX NEWS from Richard Thomas

One Quarter of the way to Paris The "Well Fed 200" from Midhurst, 13th January 2007

The weather over the past few weeks and the minor intervention of Christmas had resulted in a sharp decline in my fitness. Two "one hour" turbo sessions were the sum result of my exercise regime since my last Audax event in December and Mrs T was concerned about my level of fitness. She gave up on my mental state years ago.

The weather over the week before the event was horrendous with gale force winds and lots of rain. I listened avidly to each weather forecast and Saturday was supposed to be better than the week before, but unfortunately did not prove to be as good as the forecast. It was made worse as Sunday was really sunny, as I sat indoors recovering!

I awoke at 4:30am on Saturday morning, and readied myself for the depart an hour later in the car, setting off for Midhurst some 56 miles distant. As I loaded my bike onto the car, the wind was getting up and, yes, it started to rain! So much for the forecast “few showers and a bit of drizzle”.

I arrived at Midhurst at 7am and met with all the usual suspects. The start at 7:30 soon arrived, as did dawn (she is always there on the early morning rides!), and we were off via the lanes to Storrington then onwards to the first control at the Chalet Café near Cowfold. My group, yes I have eventually got my own team, say my riding companions, arrived only 10 minutes after the control opened as we were blessed with a tail wind (47km in 1hrs 45mins, approx 27km/hr). A quick cup of tea and we were away again, although my group had disintegrated and many had gone on ahead not to be seen again, so much for team support! However I was not displeased as they were fitter than me and I rode with my good friends Jack Williams and Martin Malins, and a few riders whom I did not know. The return leg, via Partridge Green, Dial Post, Coolham, Billingshurst, Loxwood and Plaistow, to Midhurst at 109km was fine apart from the very challenging climb of Bexley Hill. The sign says it is only 1 in 6, but that is an average and the top is more like 1 in 4! Granny rings rule OK. We arrived at 12:45pm, so 109km was done in 5hrs 15mins including stops.

A leisurely lunch stop, well it is the “Well Fed”, at the control at Midhurst, chatting to various friends and acquaintances who were, enviably, only doing the 100km ride and had already finished, meant we left at just before 13:45pm and headed north and west towards Alresford in Hampshire. Suddenly it got harder! The headwind and fine rain were a delight, and our spirits were raised by the passing in the opposite direction of the 100km riders still on the road, travelling wind assisted, on their return, I presumed, from Alresford to Midhurst. Dave Dunbar (who told me on the following Monday that he found the 100km very hard) kindly gave me a wave as he sped by on the other side of the road on his way back. In my mind I wished him well and plugged on into the weather. Fatigue was beginning to seep into my feeble frame and the lanes gave some shelter from the wind and rain, as we swept or struggled through South Harting, Buriton, East and West Meon, and Cheriton before the Alresford control at the Swan Inn was reached at 4pm, as darkness was descending. This leg of 49km was done in 2hrs 20 mins.

It was nice, warm and dry, sitting in the Swan with a pot of tea, but venture out we had to and at 4:45pm we started off on the last leg, which was to prove the hardest of all, due to the darkness, the nature of the lanes, with grit and gravel on many of the lanes and a very steep hill 4 km from the end of the ride. The route via Ropley, Hawkley, West Liss, Milland and Ferhurst was such so as to avoid the main roads, including the A286, in the dark. I must admit to walking the last 100 metres of the very steep last hill, as my legs had given up on me! It is the first hill that I have walked up for about 5 years, the last being Hucking Hill in Kent (some people replace the “f”irst letter of the name of the hill with another due to its gradient!).

We arrived back at Midhurst at 7:15pm, having taken 11hrs 45 mins for the 203.80km. Our riding time was 9hrs 17mins, with an average riding speed of 21.9km/hr.

So, that’s the first PBP qualifier in the bag, but little did I realise how hard 200km in January really is. It’s a lot harder than the 100miles in 8hrs Reliability Rides on main roads that I did in January in the 1960’s. Yes, I know I was younger. To paraphrase John McEnroe, “the older I get, the better rider I used to be”.

My next two events are in February, a “double” on the weekend of 10th/11th, with the “Worthing Winter Warmer 100km” on the 10th and Dave Hudson’s “1st Hailsham 200km” on the 11th. I shall not be “burning it up” on the 10th as I have to save myself for the Sunday 200. Adam Ford and Steve Frame are also planning to do the 200km ride. The days should be a bit longer so we will have less time riding in the dark!

Road Racing: info from Graham Hadlow

Anyone interested in doing some road racing this season ... this might interest you?

Road Racing-Season Opening Criterium Series

On the Betteshanger circuit, (Fowlmead Country Park Near Deal)

Saturdays 17th and 24th Feb and the 3rd March

Start time -	Races -	Open to -	Distance
09:30 -	Go Race -	none licence holding BC members . and non BC members	1 hour
<i>If you have not tried Road Racing before or just want a training ride give this one a go</i>			
10:45-	Youth-	Under 8, Under 10 and Under 12.	8k
11:15-	Youth-	Under 14 and Under 16.	15k
12:00 -	Regional B -	3rd and 4th Category Senior, . Junior, Ladies and Vets	1 hour
13:30 -	National B -	Elite, 1st, 2nd and 3rd Category	90 minutes

Entries will be taken in advance or on the line, entry fees are as follows :-

Go Race	£2.00 advance	£3.00 on day	Youth	£3.00 advance	£4.00 on day
Regional B	£10.00 advance	£12.00 on day	National B	£10.00 advance	£12.00 on day

Organiser Andy Avis needs 10 helpers each day.

Choice of jobs - signing-on, gear checking, judging, lap board and tea bar.

Please contact Andy at 01622 890323 - or e-mail road.racing.sfacc@hotmail.com

Greetings from Steve Frame

Here's what I've been up to!

January Tales.



Greetings and salutations Rovers. Steve Frame here, just to let you know that I went to Gran Canaria in early January which was warm, sunny, clean, friendly and had a sea teeming with fish, apart from that I did two days cycling there. Look up www.free-motion.net, if you ever go there. I rented a Cannondale CAAD 5 3x10 shimano 105 and elected to go on guided training runs which cost me £21.00 including two bottles of Vittel and a power bar, helmet, pump, power bar and insurance, i.e. not worth the agg of taking your own bike.

The guide is called Otto speaks English though most guests are German, Swiss or Austrian as free motion are well known to those countries. Monday easiest thru Saturday the hardest nothing Sunday, different routes every day. I've never been over 180m before but the roads are new with ramps of 7-11% generally. If you see on your computer we stopped at Santa Lucia de

Tirajana for coffee, coke and carbs at a taverna overlooking a canyon, which helicopters, army jets and falcons patrolled. At 1350m it was intriguing to be above all of these.

Then bloody Miguel, Pablo Indurain and Abraham bloody Olano came in, which was nice. Otto had already met them at the shop as one of their bikes was FUBARD, they chatted in German. Later Otto told me that Mig was way off form and the others totally on it.

After here we had 13km of old road with ramps 24, 25, and 26% with the sun on your head it was work. We got overtaken here by Kurt Arne Arverson and training partners then by Baden Cooke and entourage. We reached the summit and had 25km of mental descending and then a steady trip back to Maspalomas.

On the Saturday we did 108km loop in 5 hours, where we took in the Gran Canaria high point Pico de Las Nieves (snow peak) 1951m. Up there you can see God and Tenerife pictures are on Google if you don't believe me. I had sussed out how to use the granny ring now so sped away from those honking who only had 39x27, on the many awful virages. But to maintain position you have to be quick getting a higher gear as it flattened or even went down occasionally.

Going back to Maspalomas that day, I managed to drop my squad bar Otto as I took advantage of the Scirocco tail wind. I was going 60k sometimes and 55k a lot of the time as Otto encouraged me to overtake the Norwegian Development squad, who were going through and off on the GC500. I out paced them for 15k on my own even though they were level for the last 2k. I was glad to prove to Otto that I could ride – on the flat!

On the 1st Jan I did the Southborough and District Wheelers Q10/10. I did 24.40 to the winner, Gary Birch's 23.12. The tail wind to the turn defeated me as I couldn't pedal past 34 mph on my 93" fixed and it was hard home. **Where were you?**

Alright then Mike Horner, Standard Hill from the river bridge up to Manchester Road in Ninfield.

Lets submit times for that its 1 mile.

Yes Gavin the A27 gives me a really bad vibe I won't go there.

See you all soon Steve.

“Blast from the Past” ...article by Stuart Greenway

The Rovers first time trial after World War II, was a 10, the date Summer 1946 in those far off days each club was only allowed one 10 TT per year long distance time trialling being the rage. The course started at the top of the Dicker West towards Golden Cross along the B2124 the turn at Broyle Farm a turn marshal would stand in the middle of the road and you would turn around him, the rule was to shout out your number but as it was a club event he would have known every rider anyway. The course went back up the Dicker and finished where it started at the top of the Dicker. Most of the riders would have just returned after serving in the War some as long as 6 years. Ken Champion got called up at 18 and spent 5 years in Burma part of the forgotten army, he spent most of the time sleeping under a truck. Myself, brother Deryk and Pete Taylor were the first new intake of Novices after the War, the club had been shut down during hostilities. I understand that Dot, Bill Collins wife had looked after all the clubs business during the conflict.

The first photograph shows Harry Griffiths crossing the finishing line the winner. I don't know what the time was but it would not be very fast compared to today's times I expect the time is in the club records some where, but don't ask me to look for it. Harry is riding a pair of deep Lauterwasser bar's which were very popular before the war. Harry past away some years ago. The chap in the white jacket is Tommy Russell (commonly known as an ice cream jacket) ace time keeper, the other person is Ted Godden another ace time keeper is Jane Lade's dad (it runs in the family you know through to the third generation.



Second photograph is of local star Tom McAffery who won most of the local time trials for the next two years. He is wearing a black alpaca jacket he still lives at Hailsham and still rides one of his pre-war bikes. During the war he was stationed in Italy he met up with his brother in law who was flying Lancaster's the next trip out from Blighty he bought out Toms bike, so Tom rode with some of the local club riders. He brought back a rear gear mech called a " Vittoria Margherita" and gave it to me as he could not get on with it and nor could I. Tom can still be seen riding around Hailsham. Don't mess with him as he is still not taking any prisoners. The guy with the fag on is Bob Darby used to live on the Dicker rode a immaculate tandem with his wife, the chap with his back to the camera is Fred Dunbar, Dave Dunbars dad. It's always been said that if you come from a cycling family you have a distinct advantage over normal humans.



The third photograph is of Ken Saxby, Rose Cox dad and David Cox father in law the last time I saw him was in the gym at the Dave Lloyd club. He is riding an E.G.Bates with Diodarant forks and wearing a completely black outfit which was the order of the day with one front brake and fixed wheel as are the rest. The chap on the extreme left with trilby and moustache is my uncle he use to work for MI5. Albert Veness is the next person who is often seen walking his dog on the Cuckoo Trail wearing the white top with Chocolate and Blue bands this is an original Rovers top, this was the colours of the Eastbourne Rovers Cycling & Athletic Club. The Club split back in the 60's The Eastbourne Rovers Athletic club still use these colours and can often be seen in the sports pages of the local paper. The next person is Arthor Cheshire pre war stalwart and Fred Dunbar again. I cannot place the name of the pusher off anyone who can name him gets a free Mar's Bar that's his wife or girl friend with the 1940 hair do at the rear of the photograph.



The fourth photograph is me starting my first ever event 1946.



APPEAL

Any members that haven't signed up to support the DGH on cutbacks proposed and have Email can easily do so by going to Eastbourne General Hospital site. As you know the withdrawal of the A & E Dept would certainly not be in our interests and some of us have first hand experience of how important it is. I found the site easily and it only took a moment or two. If you are reading this news letter on Email why not **DO IT NOW ?**.

Thanks .Alan Symonds

TRI SHOP- GROVE ROAD EASTBOURNE. – *submitted by Dave Cox*

Members using this shop will receive 10% discount on all goods also another 2% is given to the club and kept in a fund until the end of the season when it can be taken in goods for prizes. You must mention Eastbourne Rovers when shopping.

March Newsletter will be out end of the end of Feb 2007.

Articles wanted, please don't be shy. The success of the newsletter depends on you. Let's have some more responses to *letters to the editor* ! Closing date for articles for next issue is 25th Feb 2007.

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

My contact details are:

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Theresa Abbott