



Issue No 27 –November 2009

Editor: **Richard Thomas**

Websites : www.eastbournerovers.com

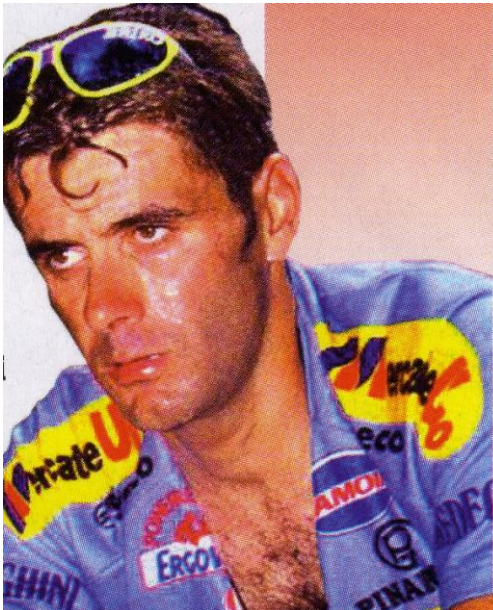
E Mail RichThomas@btinternet.com

Telephone **01323 502615**

The Official Newsletter of the Eastbourne Rovers Cycling Club

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Richard

EDITORIAL

The weather has really been against us during November with 3 Sunday's washed out before the ESCA RT on 22 November 2009. A report of the event is included in this issue.

Diary dates

The Club Dinner and Prize Presentation is on 16th January 2010 at the Afton Hotel and details are included.

The ESCA lunch is on 17th January at the Horseshoe Inn Windmill Hill.

Don't miss out on the Mince Pie and Stollen (cake) Audax on 13th December, where you can enjoy the climb up from Pett to Fairlight. Let's hope it is not icy like last year.

I have also included details of the ESCA Trophy Winners where Iain Brogden won the BAR, and the 100 and the 50 mile TT championships. Emma won the Ladies 10 mile and Harry won the Vets 25. Well done to all.

We are now "enjoying" Graham and Alan's Turbo sessions on Monday nights, with good attendances of around 12 eager souls each week.

Iain has provided a report of his fine 11th place in the Blenheim Palace TT and we have a Report of the Car-v-Bike race held on 16th October.

In the "Off the Back" occasional series I have a profile of Eros Poli, a true hero and super "domestique"

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: Club Captain, Evening Time Trial Series and Sunday Rides - 01323 507916
Alan Symonds/Richard Thomas Press Secretary:

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 (November 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.

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.

CLUB NEWS

Annual Dinner and Prize Presentation 16th January 2010 Afton Hotel

Menu

CHILLED MELON SLICES WITH
MIXED BERRIES & MIDORI LIQUEUR

POTATO & WATERCRESS SOUP

ROAST SIRLOIN OF BEEF WITH OYSTER MUSHROOMS, RED WINE & SHALLOTS

OR

ROAST VEGETABLE PARCEL WITH HERB & GARLIC CREAM (V)

CHOCLATE GATEAU WITH STRAWBERRIES & KIRSCH CREAM

SELECTION OF CHEESE & BISCUITS

COFFEE & MINTS

£22.00 per person

NB Some dishes may contain nuts.

NAME _____

Please reserve me _____ places at the Eastbourne Rovers Annual Dinner on the 16th January 2010

Enclosed is a cheque/cash for _____

PRESS REPORT: Alan Symonds

Alan has sent some reports to the Herald/Gazette but I do not know if they were published

RACING RESULTS

ESCA Reliability Trial 22nd November 2009 by Richard Thomas

Dave Cox managed to convince 20 of our Members to sign up for the ride, about 35% of our Club's Members and including a goodly proportion of those currently more "active".

We were split into two teams each of 10 riders by organiser Tony Palmer of the Worthing Excelsior CC. We had all elected for the 50 miles in 4 hours grouping, with our starts being at 8:50am and 8:55am,. This was the longest time available as it is challenging enough, so "Chapeau" to the riders in the 3hrs 45 mins, 3 hrs 30 mins and 3 hrs 15 mins groups.

It was no surprise that the weather turned against us for the 4th Sunday running. We arrived at the East Hoathly Sports Pavilion HQ well before our start time as we had to sign on and partake of a cuppa supplied by Worthing Excelsior's "El Supremo", Dave Hudson.

At the signing on there were a lot of DNS's, "Our" team of 10 had 4 starters, Rob Rickson, Jez Fallon, Clive Richardson and me. Of the non starters, wisely Dave Cox decided not to ride as he was still recovering from his flu, Emma Richards was doing a cross country run and Tony Murphy (presumably) went to offer support, Peter Moon was doubtful about it at the Clubroom last Monday as he had not ridden for 2 months, Alan Symonds is still nursing a knee injury (which would be seriously aggravated by the weather and the hills) and Andy Parsons probably decided, quite correctly, that the winner would be the weather.

Our other team, off at 8:55am, had 8 starters out of the 10. The hardy individuals who braved the elements were Iain Brogden, Adam Ford, Vic Butler, Kevin Burton, Stuart Medhurst, Konrad Piertse, Ross and Tom Weeden. Andy Stobbart and John Armstrong decided not to start, due to the likely adverse weather forecast.

We were given the "5,4,3,2,1,go" (just like a race but this isn't!) by Tony Palmer and we were off at 08:50am, heading towards the A22 roundabout at the northern end of the East Hoathly bypass and onwards to the left turn to Bentley Wildfowl. We were riding to my schedule (being approx 14mph/22km/hr for the first 25 mile loop as the 2nd loop is much harder with several hills and we would go slower, and I had allowed an average of 10mph to 11mph : 18/19kmh).

I led as the others did not have mudguards, notwithstanding that Jez was well ahead on the hills, followed by Rob and then Clive and I fighting for lantern rouge. We turned towards Isfield, across the level crossing and up to the first control at Piltdown Pond (9½ miles, 14.4km, schedule arrival time 9:30am). We passed a Lewes group who had suffered a puncture, but they soon came back up to us and we all got to the first control together. We handed in our cards to the marshall, the Lewes were off whilst we waited for Jez to remove his "waterproof" top layer. We were a few minutes up on our schedule so that was good, the wind was blowing strongly now and a bit against us yet we arrived at Barcombe village a bit up on time, we then passed Horry Hemsley before turning towards Ringmer, with a tough headwind down the A26!, and on towards Laughton, then a left down Park Lane and onto East Hoathly and the 2nd control, arriving 5 minutes up on schedule at 10:30am, 25 miles done in 1 hr 40 mins, 15mph.

Hence we had 2hrs 20 mins for the 2nd loop and we would need most of this. We were now being caught by some of the 3:45 riders, including Peter, and son Tom, Baker. Jez got into "racing" mode and went after them, then slowed to wait for us. We climbed up towards Waldron, turning right to Horam, then through Horam and right and left up through Vines Cross towards Heathfield and Broad Oak, being caught here by the Velo Club-In Gear 3h 30 min group who were off 20 mins after us. Just as we got to the third check in Swife Lane the rain started, Rob took off a layer and we were caught by several faster groups. The rain got harder as we climbed towards Mayfield, before turning left into Picadilly Lane (strewn with lots of hawthorn

hedge clippings) and then left up Newick Lane and back up to Heathfield. By this time we were very wet, and the four of us regrouped before the descent through Heathfield where the road was awash. It was still raining by the time we turned left at Cross in Hand, with just 4 ½ miles to go to the finish. I have never ridden through such heavy deluges in all my years of riding in the wet!

We were still up on schedule despite the hills so soft pedalled back to the finish, arriving at 12:37pm, 13 minutes inside the time. We went into the hall as we would get cold outside and waited 3 mins before handing in our cards to Tony at 12:40 as allowed. We warmed up on Dave's tea and the cakes available, the noise in the hall was deafening as everyone recounted tales of woe etc. We seemed surrounded by Lewes riders, and the Worthing had a good few still there, having started first at 8:30am and 8:35am. We were lucky as we had no punctures or mechanical problems. Kevin Burton was first back of our other team, with Vic Butler getting back just within time, having suffered a puncture in Newick Lane (where he said there was nowhere to pull off the road to fix it!) and going a bit off route.

As I understand it, this is what happened to our other team. Iain Brodgen had the misfortune to have 3 punctures and the group had 6 punctures in total. One instance was a puncture to a rider from another club, whose pump did not work so Stuart lent him his. Later on when the group got a puncture this rider came by without even enquiring whether they were OK! Some of the group went off route near Waldron and did an extra 5 miles! Whilst we were at the 3rd control our other team nearly caught us, only to be scuppered by another puncture. Adam went on with Ross and Tom whilst the rest sorted out the puncture. Rumour has it that Ross and Tom found Newick Lane a bit of a shock! Not alone their, it is a challenging climb with that nasty kick up near the start of the climb. Engage low gear in plenty of time. Iain got another puncture near the finish, and the thorn would not budge using "normal" techniques and the thorn was so embedded that Stuart Medhurst had to remove the offending article **with his teeth** whilst Iain held the tyre inside out. They lost about 15 to 20 minutes "faffing" with this matter.

Unfortunately Adam, Ross, Tom, Konrad, Iain and Stuart finished out of time.

Lewes had their usual crowd out and most got round so they probably won as they had a 3:30 hr group as well. They will probably win the Rally Shield again. The Shield will be presented to the successful club at the Annual Luncheon and Prize Presentation at "The Horseshoe", Windmill Hill, on Sunday 17th January 2010. Certificates for successful riders will be available at the same time (see details below).

[Results from Tony Palmer](#)

East Sussex Cycling Association

Reliability Trial 49.6 Miles

Sunday 22nd November 2009

Promoted by the Worthing Excelsior Cycling Club

Result

Winners and holders of the Rally Shield for 1 year

Lewes Wanderers Cycling Club

Successful riders who completed the 49.6 mile course within their chosen time and are eligible for an Association certificate:-

Lewes Wanderers CC. (23 Riders successful, 30 Starters, 38 Entries).

4 Hours:- Alan Stevens, Chris Martin, Graham Jeffs, Peter Price, Simon Farmer, Tony Gale, Ian Landless, Steve Rann, Hugh Procter, Alan Lloyd, Paul Gibbons, Richard Meed, S.Coleman, Stephen Gaston, Chris Hough, Martin Phillips.

3 Hours 45 Mins:- Oliver Tuckley, Peter Baker, Tom Baker.

3 Hours 30 Mins:- Bob Evans, Alan Lester, Alan Pedliham

3 Hours 15 Mins:- Dominic Lowden.

DNS:- Bob Comben, Christine Lowden, Harriet Lowden, R.Colman, Margaret Evans, Mick Kilby, Andy Cox, Neil Midgely

DNF or Out of Time: Simon Yates, John Gallsworthy, Horry Hemsley, Lawrence Watts, Mike Levett, Helen Hillier, Matt Coombs

Worthing Excelsior CC. (14 Riders successful, 16 Starters, 22 Entries).

4 Hours:- Robert Downham, Pete Logan, John Baldwin, Tony Knott, Phil Walker, Richard Klose, Edward Klose, Rocco Sepe, Paul Outhwaite, Clive Lett, Nicole Patterson, Kevin Doe, Don Lock, Ken Newton.

DNS:- Martin Wood, Mark Newnham, Giacomo Sepe, Stuart Jago, Nathan Gale, Jeremy Wootton

DNF or Out of time: Mick Irons, James Nelson

Eastbourne Rovers CC. (6 Riders successful, 12 Starters, 20 Entries).

4 Hours:- Clive Richardson, Jez Fallon, Richard Thomas, Rob Rickson, Kevin Burton, Vic Butler

DNS:- David Cox, Andrew Parsons, Alan Symonds, Emma Richards, Tony Murphy, Peter Moon, Andrew Stobbart, John Armstrong.

DNF or Out of time: Adam Ford, Konrad Pieterse, Stuart Medhurst, Iain Brogden, Ross Weeden, Tom Weeden.

VC-In Gear (6 Riders successful, 14 Starters, 15 Entries).

3 Hours 15 Mins:- Nathan Boschma, Rob Pelham, Phillip Gowing, Paul Sweeney, James Peckham, Tony Sinnett.

DNS:- Mark Burdass

DNF or Out of time: Claire Symes, Paul Symes, Tom Adams, Peter Ruane, Ryan West, James Ryan, William Gouldsworthy, John Miller.

Brighton Excelsior CC. (4 Riders successful, 5 Starters, 6 Entries).

4 Hours:- Elaine Scott, Alan Bowry, Ian Essex, Hanko van Beinum

DNS:- John Brimm

DNF or Out of time: Bob Harber

East Grinstead CC. (3 Riders successful, 3 Starters, 4 Entries).

3 Hours 45 Mins:- Paul Harris, Paul Winkley, Richard Woodward.

DNS:- Jon Carter

Sussex Nomads CC. (1 Rider Successful, 1 Starter, 1 Entry).

3 Hours 15 Mins:- Geoff Smith

Non ESCA Riders. (1 Rider Successful, 1 Starter, 2 Entries).

4 Hours:- Phil Palmer

DNS:- Ian Bosner

The Reliability Trial this year attracted an entry of 108 riders from only 7 of the Association clubs, 82 riders started and 58 finished within their chosen time limit.

(In 2008 there were 113 entries, 86 starters and 37 finishers)

With the strong winds throughout the event and heavy rain during the second half of the ride everybody returned rather wet and cold.

My thanks are to be extended to the following who helped with the running of the event:-

Richard Blackmore (East Grinstead CC) who manned the First Control at Piltdown Pond.

Mike Cross (Horsham Cycling) who manned the Second Control in Swife Lane.

Adrian Palmer (Worthing Excelsior) who dealt out the cards at the start, assisted with the catering and helped clear the hall after the event.

And finally, many thanks to **Dave Hudson (Worthing Excelsior)** who supplied drinks and catering throughout the event in great style.

Once again many thanks to them all.

Certificates to all successful riders will be given out (or handed to a responsible member of your club) at the ESCA luncheon and Prize Presentation on Sunday, 17th January 2010 at the Horseshoe Inn, Windmill Hill, East Sussex.

If you require your Certificate to be posted to you please provide a 9" x 6" stamped addressed envelope.

A white racing cape in a drawstring bag was found on the route between Laughton and East Hoathly.

Event Organiser:- Tony Palmer, 23 Brentwood Crescent, Hollingdean, Brighton, East Sussex, BN1 7EU.

PLEASE SUPPORT THIS EVENT IN 2010

ESCA LUNCHEON 17 JANUARY 2010

Ann Human, in her role as ESCA Racing Secretary has sent the following details about this event, and an introductory note to me as Newsletter Editor.

“The ESCA prize presentation lunch will be held at the Horseshoe Inn, Windmill Hill on Sunday 17th January 2010. This year there is a variety of starters, mains and desserts to choose from – hopefully there will be something to tantalise everyone’s taste buds! We very much look forward to welcoming you, your guests and fellow members of Eastbourne Rovers in recognition and celebration of the prize winners and their achievements throughout the 2009 season.

Congratulations to all the prize winners and a big thank you to all the riders, helpers, timekeepers and promoters who have supported the Association and its events, culminating in yet another successful year.

Kind regards

Ann Human

Racing Secretary”

East Sussex Cycling Association

Founded 1946 – still going strong

2009 President – Mike Cross – Horsham Cycling

Annual Luncheon and Prize Presentation on Sunday 17th January 2010

The annual luncheon and prize presentation will be held at the **Horseshoe Inn**, Windmill Hill, near Herstmonceux, East Sussex, BN27 4RU – on the A271. Bookings are being taken at a cost of £18.50 per person – everyone is welcome from 12:00 noon for lunch at 1:00 pm. We sincerely hope you will be able to attend and celebrate the achievements of the ESCA competitors during the 2009 season, and look forward to welcoming you on the day.

Starter

Option 1 Prawn cocktail a la Horseshoe served with granary bread

Option 2 French onion soup with melting cheese croute

Option 3 Roasted tomato and aubergine tart with pesto dressing

Main Course – Served with a selection of fresh seasonal vegetables

Option 1 Lemon and thyme roasted chicken breast served on buttery champ mash with a garlic and thyme cooking jus

Option 2 Braised beef and red wine casserole with bacon and mushrooms topped with herby dumplings

Option 3 Open pie of cauliflower, leek and broccoli in a white wine and herb sauce with a cheese crust. Served with new potatoes

Option 4 Cajun spiced salmon supreme on a cucumber and dill salad, served with sweet potato chips

Dessert

Option 1 Forest fruits cheesecake with raspberry coulis

Option 2 Warm chocolate brownie with vanilla ice cream

Option 3 Cheddar, Branston and Jacobs

Followed by Coffee and Mints

Please book early to avoid disappointment by completing the form below and returning, together with the appropriate remittance (payable to East Sussex Cycling Association), to Ann Human, Little Brook, 73 Wannock Lane, Eastbourne, East Sussex BN20 9SG., to arrive no later than **Monday 4th January 2010**. If you have any queries please do not hesitate to contact Ann Human on 01323 485180 or by e-mail to ann.human@btinternet.com

We can send our booking to Ann on the form that Ann has provided and will be available at the clubroom.

2009 ESCA Trophy Winners

Congratulations to Iain for his overall victory in the BAR, and for his individual wins in the 50 and 100 mile TT's, and to Harry and Emma for their successes.

Award Rider Time/speed Club

Hardriders Page Tankard Peter Tadros 36:03 In-Gear Quickvit RT

2up Team TT Cup David Pollard, James Brickell 55:31 In-Gear Quickvit RT

10 mile Team Shield
David Pollard, 21:39, Jim Cheek, 22:22, Ian Burgess, 22:35 Team time 1:06:36 In-Gear Quickvit RT

Ladies 10 mile Cup Emma Richards 26:21 Eastbourne Rovers

Junior 10 mile Cup Thomas Baker 25:37 Lewes Wanderers

25 mile 60 min Cup Steve Dennis 52:16 East Grinstead CC

25 mile Team Rosemary Shield
David Pollard 55:36, Jim Cheek 56:02, Ian Burgess 58:06. Team time 2:49:44 In-Gear Quickvit RT

Veteran 25 mile Cup Harry Featherstone + 19:20 Eastbourne Rovers

Ladies 25 mile Cup Juliette Clark 1:05:26 In-Gear Quickvit RT

Junior 25 mile Cup Thomas Baker 1:07:24 Lewes Wanderers

50 mile Cup Iain Brogden 1:57:24 Eastbourne Rovers

50 mile Team Trophy
Mark Winton 1:58:51, Nick Dwyer 1:59:11, Peter Baker 2:05:21. Team time 6:03:23 Lewes Wanderers

Ladies 50 mile Cup Helen Millier 2:24:02 Lewes Wanderers

100 mile Cup Iain Brogden 4:05:45 Eastbourne Rovers

100 mile Team Shield
Mark Winton 4:20:58, Andy Cox 4:23:59, Nick Dwyer 4:30:00. Team time 13:14:57 Lewes Wanderers

Individual Points Cup Mark Winton 213 points Lewes Wanderers

Club Points Shield 953 points Lewes Wanderers

Senior BAR Trophy Iain Brogden 25.566 mph Eastbourne Rovers

Senior BAR Team Trophy
Mark Winton 24.588mph, Nick Dwyer 24.423mph, Andy Cox 23.685mph.
Team average 24.232 mph Lewes Wanderers

Veteran BAR Salver Geoff Smith + 3.996 mph Sussex Nomads

Lady BAR Trophy Helen Millier 21.439 mph Lewes Wanderers

Lady Veteran BAR Award Helen Millier + 0.847 mph Lewes Wanderers

Junior BAR Award Thomas Baker 22.839 mph Lewes Wanderers

For a full roundup of the ESCA 2009 season and details of 2010 events please click on either of the links below
<http://www.leweswanderers.co.uk/pages/ESCA/09results/09results.pdf> <http://www.sussexca.org.uk/documents/2009ESCASeasonRoundup.pdf>

Blenheim Palace 2009 by Iain Brogden

Iain Brogden rode this event again this year and went faster than last year and came 11th, which meant he had to meet the Duke and Duchess of Marlborough and collect his prize.

After completing this event in 2008 it went straight in my diary for 2009. There are not many opportunities to compete in a time trial on closed roads and the Blenheim Palace TT is part of a full day of cycle races and events in the Blenheim grounds. This is great for the competitors but also a rare opportunity to involve the family in a cycle racing day out. Events include the Brompton World Champs, cyclocross, sportive, bike polo, stunt team, trade displays and vintage bikes. Roberto Heras rode the Brompton event again and it had so many entrants that they went off in 4 or 5 waves. There were literally fields full of folded Bromptons, awaiting the Le Mans style start. Hutchinson rode this event after he finished the TT. I have secured the loan of a Brompton for 2010!



We set out the day before and arrived at my brother Neil's house in Stourton, not far from Blenheim. His new house backs onto Gerry Cottle's back garden and so a short stroll kept the kids happy as Mr Cottle has a number of unusual pets.

Neil and I then set to assembling his new Cervelo which had just arrived from the Tri Store. A few days before, he phoned me to complain they had sent him the wrong size but it was a simple case of not being used to the compact geometry of a modern race bike. The last race bike we owned was the same Peugeot Puymoren c. 1985. That was 62cm and of course had the long head tube geometry of the day. I sold my Raleigh Clubman and BBC Model B Microcomputer to buy that bike which I sold on to Neil when I bought my first car at 17.

That bike was about £600 which was a massive amount of money then, especially when compared with the £400 I spent on my first car. Unlike the car which was upside down in a ditch within 8 weeks, the Peugeot took me on some great rides down to the South Coast or up to the Cotswolds from home in Twyford near Reading.

Shortly after selling it to Neil it was stolen and neither of us rode a bike for the next 20 years.

Back to 2009 and after a test ride of about 1 mile, Neil was blown so we returned for dinner. He's got a bit of riding to do before he gets the 1980s form back!

The next morning we had a leisurely breakfast because my start time was not until 10:55, no. 121 orange (200 yellow numbers then 160 orange numbers in total so no. 321 in the running order). The weather was good, no wind and quite warm for October. We drove to Blenheim, signed on and I got on the turbo for a warm-up. This is where you get a feel for the size of the event because there were thousands of cars parked up and hundreds of competitors warming up - 360 competitors for the time trial alone. The time trialists had been setting off since 08:15 at 30 second intervals, except the top 10 seeds who had minute intervals.

The course is 3 laps of a 6.6km circuit to make 20km around Blenheim Palace grounds. It's a stunning setting and makes for a challenging ride as it takes in two short, steep climbs (see Garmin profile on next page). This makes it quite a difficult short distance time trial because it's easy to go too hard into the first climb and damage the rest of your lap. The rest of the course is fast with some fantastic sweeping corners.

It was soon time for the off and Jan and the girls arrived just in time to see me start. I got a cracking start off the line and the adrenaline helped me hold a very high pace down the main straight and up the first climb. I thought that pace was probably not sustainable for 3 laps as I had pushed very hard due to the



excitement of it all and the first pass of the start/finish straight felt like it should have been my last. The 2nd lap was quite hard but by the start of the 3rd lap I felt like I was holding a sustainable rhythm. Must be like interval training where the first one is always the hardest. The course takes you over two cattle grids which are covered with matting for the race. Last year, the first grid was matted in such a way that it launched you into the air just before a sharp right hander. This year it was perfectly smooth and allowed a faster entry. For the main climb, I held the big chain ring on all three laps and I was hoping this indicated I was holding stronger form than last year as I had to change down on the third lap in 2008.

Into the last 100 metres and I just got past a slower rider before entering the single lane that takes you over the finish. I was just prodding the stop button on my timer when I noticed that the run-off was about 10 metres before a fence. A quick grab of the brakes flat spotted my rear tub, better I suppose than hitting the fence, but not a clever finish layout. It was the same last year and I remember muttering expletives then, because as well as having to brake hard it also requires you to make a dead stop after maximal effort which cannot be good for the ticker. Later I watched Hutchinson finish and he swerved left through the cones back onto the course. The organisers need to sort this out, but in all other respects it is a brilliant event.

When I finally managed to stop my timer it was still sub 30 minutes so I was pleased with the ride but felt sure I would not place top 10 due to the quality of riders entered this year. Last year I finished 14th (after the results were reissued I had been knocked down from 13th) and anticipated a faster time this year but with a lower position due to the stronger field.

Whilst at the finish I bumped into Jamie Pringle, In Gear RT who was off no. 132 orange (332). After that we went off to tuck into our picnic in the October sun. Later, I took 3 year-old Chloe on the tag-along (not on the back of the TT bike, I also took my mountain bike!) to watch the bike polo. It was quite a job to get through the crowds as there were thousands of people milling around.

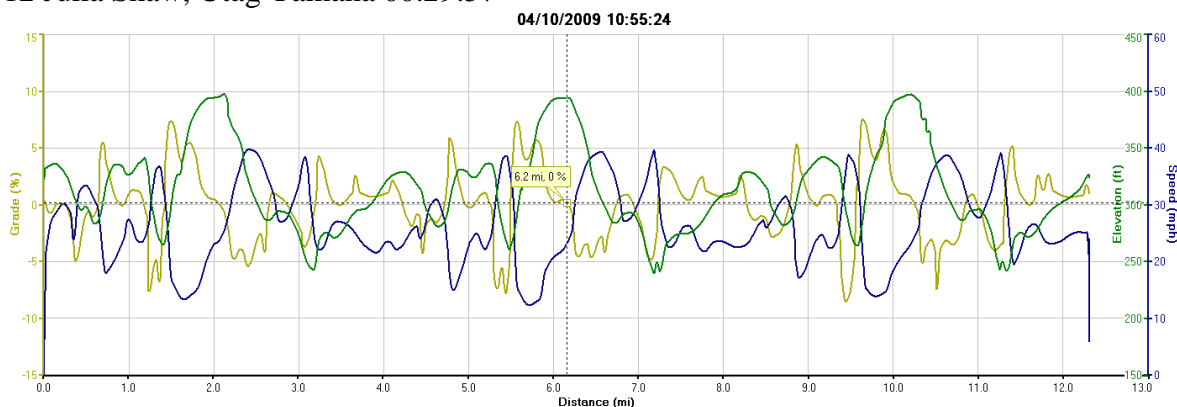


Just as we passed in front of the main stage, the announcer called for Iain Brogden of Eastbourne Rovers to report to British Cycling. So Chloe and I went to see what this was all about and they told me I was 1st in age group 40-44 and I should wait behind the stage to be called up for the prize presentation. Here there was Hutchinson and Julia Shaw waiting to go up and be presented with their first prizes. I said to Hutch that I would have given him more of a run for his money had I not been riding my mountain bike with Chloe on the back. He said that it would probably 'sharpen my ride' if I had a lighter setup. Great advice from the champion. Shortly we were called onto the stage and I felt sure I would stumble up the steps in front of the massive crowd and TV cameras but all went well and the Duchess of Marlborough presented me with an envelope containing £120 vouchers for Ground Effect bike clothing. I then met the Duke of Marlborough who noted I was with Eastbourne Rovers and asked if it was worth the journey to ride my bike round his back garden! I told him it certainly was.

Well that rounded off a good day's cycle racing and we made our way back down to Eastbourne, knowing that we will be back for the 2010 event.

Results

- 1 Michael Hutchinson, In-Gear-Quickvit RT 00:26:21
- 2 Matthew Bottrill, I-Ride RT/MG Décor 00:27:20
- 3 Mark Holton, Shorter Rochford RT 00:27:53
- 4 Tom Yeatman, Glenedene CC/Biketrax 00:28:12
- 5 Scott Walker, I-Ride RT/MG Décor 00:28:45
- 6 Jake Martin, Rapha-Condor 00:29:28
- 7 Michael St Leger, VC St Raphael 00:29:32
- 8 Jesse Elzinga, Beeline Bicycles RT 00:29:36
- 9 Sean Williams, Wightlink Offshore RT 00:29:43
- 10 Roger Browne, Bee line bikes/Oxford city RC 00:29:45
- 11 Iain Brogden, Eastbourne Rovers 00:29:46**
- 12 Julia Shaw, Utag Yamaha 00:29:57



CAR V BIKE EVENT

Iain Brogden and Stuart Davis took part in this challenge on 16 October, starting from Polegate Services at 8:30am. Iain won, no change there then. Stuart in his Audi came 2nd.

Below is a précis of the excerpt from the forum followed by the piece in the Advertiser.

Chris Martin of Lewes Wanderers CC (also of Eastbourne Borough Council) organised this “race”. The course started at Polegate Services and ended at Eastbourne Council Offices. The outcome of the race was hard to predict because a good part of it is a 40mph speed limit and can be reasonably free flowing for cars. Chris Martin drummed up press interest via the Council press dept. As this was an Eastbourne based operation, included in the fun was a serious message (Press Release from Eastbourne Borough Council)

There were a small number of cyclists to represent the cross section of cycling types. Iain (Eastbourne Rover's answer to Mark Winton) represented the go-fast. There was a bit of Top Gear style racing by bringing in our very own Stig (Stuart Davis) who drove his white Audi TT. There was also a Eastbourne Council work colleague of Chris martin's in a modern Mini.

The mission: to all set off together from Polegate roundabout and get to the Council's offices in 1 Grove Rd (approx 5 miles) as quickly as (legally) possible.

There were 13 bikes of all sorts participating; these included several from Bespoke, four from EBC and one from the local police. Most of them took a direct route into town, some diverted down the Cuckoo Trail, whilst the Audi headed down the bypass. Chris Martin cycled out from home for the event and led out the start before Iain jumped him. Chris thought about getting on his wheel Gents GP style, but then let him go.

Chris gave it as much as he had, especially on the two main climbs.

Result:

Iain (on full TT machine complete with disk wheel) won in 11:42 (according to Iain's Garmin a 25mph average) – very impressive. Next up was the Audi (having taken a different route) one minute behind Iain. Chris was pleased to jump Kris from the Tri Store as they headed into Grove Rd to pinch third (15:12) by 3 seconds. Three more cyclists came in ahead of the Mini (who took the same route as the rest of us) who finished in 18:13. The rest of the cyclists finished in dribs and drabs with the slowest (Cuckoo Trail) taking 30:42.

All agreed it was fun and it gives out a real message about cycling. It was mentioned on TV early that morning and may have been mentioned on Sovereign Radio later in the day. Chris put a piece in the Lewes Wanderers November mag.

The race is on: Bike v. Car by **Stuart Davis** » Mon Oct 19, 2009 9:19 am

Well it would be easy to say "I would have gotten away with it too, if only it weren't for the pesky traffic...", which is obviously the point - but with Iain in time-trial kit even a small amount of traffic would have made it a close call.

As it happens I knew it would be a dead loss going the same (most direct) route as the bike due to the number of traffic lights and normal weight of traffic. So I planned a route that hopefully would circumvent as many traffic lights as possible.

I headed off down the Polegate bypass but after not very far encountered slowing traffic and a queue for the first roundabout. I continued along the bypass and arrived at Bannatynes roundabout where there was further queuing but it wasn't too bad so I nipped across and on towards Sainsbury's. Here unfortunately there was considerable traffic and it was a 10-15mph crawl all the way past Sainsbury's and to the Hospital roundabout - slow but thankfully not stationary 😊 .

I did a left into Kinds Drive, still crawling with traffic, then a right past the Government supplementary income device (ie the magic flashing yellow box). My plan to bomb up the hill was thwarted by another vehicle that nipped in just in front and proceeded to crawl up the hill at what seemed like walking pace 😞 . Finally got to the top where left and along to St Anne's road. I did a right into Hartfield road leading down to the main Upperton Road and arrived behind a couple of cars waiting to turn left.

While I sat there just about to pull out, who should go whizzing past? None other than Iain himself. Damn!!! 😡 I got out onto the main road to see Iain cross the lights at Caffyns, which I also successfully negotiated. Almost had him... but then someone dared to want to cross the road and the pedestrian crossing did its thing. I had to stop and just watch instead as Iain disappeared around Grove Road roundabout. 🙄 On the move again, I made it round into Grove road... to sit and wait while more pedestrians crossed the road at the next set of lights 😲 . Finally, I passed the Library looking for where I was supposed to turn right. Which I duly missed and overshot before realising what I was expecting to be a road was actually just a kind of driveway. I stopped and tried to reverse, but the traffic behind wouldn't have it, so I had to park in Grove road and leg it back to the finish, where I was now over a minute behind Mr B. 😞

EASTBOURNE and DISTRICT Advertiser

Thursday, November 5, 2009

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Bikes the winners in 'Top Gear' race



The riders, drivers and cars that took part in the race to promote a greener way to travel

A TOP Gear-style race between a bike and a car to mark to encourage greener forms of transport was won by.....the bike.

The bicycle reached its destination in 11 minutes and 42 seconds, beating an Audi TT by 60 seconds.

Two wheels were pitted against four wheels in a journey from the Somerfield Polegate Roundabout on the A22 to the Council Offices at 1 Grove Road to find out which was the fastest mode of transport

for getting to work.

Following a shorter challenge that the bike won earlier this year covering a journey from Ocklynge School to the town centre, the bike triumphed again at this longer distance, beating congestion caused by commuter traffic and avoiding being held up searching for a parking space.

The challenge was supported by representatives from two local cycling groups Bespoke and Eastbourne Rovers Cycling Club, and from three Grove Road organisations, Sussex Police, the

Tri Store and Eastbourne Borough Council.

Eastbourne Borough Council Cabinet member for the environment councillor Steve Wallis said, "What a brilliant challenge and a great victory for the bike suggesting that it really is the better mode of transport.

"Not only does cycling offer great benefits for your health and is better for the environment, but it actually is quicker for journeys in and around town.

"I hope the results of this challenge will encourage more resi-

dents to get on their bike and cycle to work."

Thirteen bikes competed against two cars to cover the journey with safety and adhering to the rules of the road.

Following the arrival of the Audi TT in second place, it was then six bikes that arrived next beating the Mini that took 18 minutes 13 seconds, all travelling via the A22. Some riders chose to use the national cycle route 21 to avoid the hills and traffic and one of them still only took 4.5 minutes longer than the Mini.

AUDAX NEWS

There are a number of events over the winter which should suit Members as they provide some quality winter training! The programme is shown below.

100 13 Dec Hailsham Mince Pie & Stollen 100

08:30 Sun [1000m] BP £7 David Hudson

100 16 Jan Hailsham Hills and Mills

09:00 Sat AA1.75 [1628m] BP £10.00 Andy Seviour

100 06 Feb Hailsham The 1066

08:30 Sat [1400m] BP £8 David Hudson

100 13 Feb Ashington, NE of Worthing Worthing Winter Warmer

09:00 Sat BP £5.00 Michael Irons

120 20 Feb Hailsham Mad Jack's- John Seviour Memorial

09:00 Sat AA2 [2050m] BP £10 Andy Seviour

200 07 Mar Hailsham, E Sussex The Upper Tea 200

07:30 Sun BRM £8.00 David Hudson

110 04 Apr Hailsham The Triple H (Hudson's Heasy Hundred)

08:30 Sun [770m] BP £8 David Hudson

300 17 Apr Hailsham, E Sussex The Hailsham (Venta) 300

03:00 Sat [3760m] BRM £10.00 David Hudson

OFF the Back

EROS POLI



A minute with...

EROS POLI

Former pro Eros Poli was a valued part of Mario Cipollini's lead-out train, but is best remembered for his 170-kilometre solo break and stage win at Carpentras in the 1994 Tour de France

You had to get over the Ventoux before the descent into Carpentras. How much of a lead did you have at the bottom?

It was 24 minutes at the start of the Ventoux climb, so I lost 20 minutes in 22 kilometres! But I still said to myself 'I can do it'.

It was a seriously hot day, wasn't it?

It was about 37 degrees, but hot weather is good for me. When I won the World Championship time trial, it was hot. I feel confident when the weather is warm.

That stage wasn't your only long break of the Tour, was it?

I had two long breaks in that year's Tour. The first was from Brittany to Futuroscope. It was the longest day of the Tour at 270 kilometres. It was flat, very warm. I had 18 minutes' lead, so I

"Cipollini was the best — a brilliant sprinter"

thought 'why not?' But two others attacked, including the yellow jersey, so the peloton reacted and caught us.

The second was on the stage to Luz-Ardiden. Thierry Marie attacked so I followed him and rode with him for 100 kilometres. We were caught at the Col d'Aspin. It was the hardest stage I have ever done. So two days later I tried again, and this time it worked.

Working for Cipollini must have been special?

Cipollini was the best — a brilliant sprinter. He liked it to be perfect for him: a very

Poli now combines the joys of Italian cycling, cheese and wine

long line at high speed. Many sprinters can do 70kph for the last 100 metres, but he could do more. You need the perfect men to get you to that speed, and he had me and Silvio Martinello. Zabel was a great sprinter, but in the last years he won nothing. Cipollini was always winning.

What about Mark Cavendish?

His speed is impressive. He needs to get over the big climbs to the finish, but then Cipollini never did. Cavendish is the future. He is not big, but he is the best in the last kilometre. It would be great to see him win Het Volk or Ghent-Wevelgem — these can be good races for him.

What have you been doing since retiring?

When I stopped racing, I bought a cafe and shop in Verona, selling good wine and cheese. Now I work with my cousin, organising sports trips and training camps, and with Ian Holt of La Fuga. I have many friends in Tuscany, like Michele Bartoli and Andrea Tafi. We do wine and cheese tasting after the rides. It is a taste of the good life, Italian style.

Are you still fit?

Not bad. I ride the bike. I prefer to teach other people to ride. Everyone can ride Ventoux with a little training.



In 1994, Eros Poli won the Mt Ventoux Stage of the Tour de France and Graham Lade, Ray Wickens and your Hon Editor were in France watching the Tour, having just done “La Petillante en Champagne (Bubbles in Champagne) Sportive in the champagne growing region around Vertus and Epernay. We went to the start of a stage and saw Eros giving an interview and doing his PR duties before the stage start. He was the perfect gentleman and impressed us all so “Chapeau” not only for his stage win but for being a true gent and for being a domestic par excellence, as he was not designated a Tour winner so his stage win, in a lone break, was all the more impressive.

Please support our friendly local bike shop

Please support our friendly local bike shop

Adam is continuing to offer special discounts to members of Eastbourne Rovers on selected products during 2009, and he’s ready and able to undertake all aspects of servicing and repairs in preparation for the season ahead – pop in or give him a call on 01323 482368.



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Continental, Michelin and others

The next Newsletter will be out **in January 2010.**

Articles wanted, please don’t be shy. The success of the newsletter depends on you. Closing date for articles for next issue is **28th December 2009.**

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.