



Issue No 30 –May 2010

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The Official Newsletter of the Eastbourne Rovers Cycling Club

Club President Jane Lade

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EDITORIAL

“A ROVE AROUND EAST SUSSEX”
100km RANDONNEE on 9th May

Dave Dunbar had around 17 riders for his event. It was a very cold and dull day thanks to the N wind.

Although extensively advertised and on a weekend where there were few local races the low turnout was somewhat disappointing.

Jane Lade as madam president has written an enjoyable account of her lifetime association with the Rovers.

On the Time Trial front, Iain Brogden is our most successful rider posting top 10 placings in all his individual rides in the past two months. Well done Iain

Iain also gave the other participants on his Italian training camp something to think about and was only fronted by ex pro Jamie Burrow.

Your Hon Ed has been through the mincer on his Audax rides this year due to being less well prepared than last year!

Finally, the evening Series is now underway and the results are posted on our website. Attendance is good with over 30 riders turning up in recent weeks

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
Iain Brogden Road Race Secretary 01323 520590
Dave Cox: Club Captain, Evening Time Trial Series and Sunday Rides - 01323 507916
Tony Murphy Press Secretary: 01323 410376

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

Madam President – who is she?

I was very honoured to be made President of the Club, especially as it was later realised that I am the first female President since the Club’s formation (or roots thereof) in or around 1894. I don’t think ladies were allowed to join in the early days as it was not considered lady-like to take part in vigorous exercise – probably all those long dresses and petticoats made it impossible!

I have been in the cycling world all my life, but I am sure that many of you may be wondering who I am.



I was born into a cycling family in March 1945. My dad, Ted Godden, joined the Rovers in 1927 at the age of 19, held many Committee posts and was also President until his death in 1981. He was also one of the founder members of the East Sussex Cycling Association in 1946, and was their first Minutes Secretary, a job I now have with ESCA. We (Dad, Mum, Joy and me) were a CTC family and spent most weekends on their all day clubruns, with me firstly in a sidecar, then kiddy seat, then kiddycranks on Dad’s tandem (see adjacent photo, aged 4), then junior-back tandem and finally my own bike at 11.

This bike was used everyday to ride the 3 miles to and from the High School (now Cavendish School) as well as most Sundays. Dad was a timekeeper so I was always in touch with the Rovers, although did not join in my own right until I was 17. From 15 to 17 I dropped out of cycling a bit as other exciting things were happening (coffee bars, parties and BOYS!) This was the start of the ‘swinging 60’s’.

However I rode out to the 1963 Hardriders and realised that I had missed cycling very much and it was great to be one of two or three girls in a world of fit young men!! I was back.

I met Graham in 1965 (he was with the Tunbridge Wells Road Club). He was one of the fit young men, and the next two years I got fitter and fitter as our 'dates' were mainly meeting up by bike on the Eastbourne to Tunbridge Wells road a couple of evenings a week, then he would ride back to Eastbourne with me and then ride home (a round trip for him of about 70 miles!) What romance! We married in October 1967 (after the racing season!) and continued our cycling. Two daughters then arrived (Sarah in 1972 and Nikki in 1977) and they joined the cycling scene at early ages, again on kiddy seats, kiddycranks, junior back tandem and then their own bikes. Sarah went on to race on the track and road, representing the Club in the GHS final on three occasions. Nikki also raced on the track, taking a bronze medal in a Sussex Division juvenile sprint championship, and she helped out a lot with recording for the timekeeper (still does when she can).

I continued to 'race' a bit in the 80's, mainly events where Graham could go off first and be back in time to look after children before I started. My last event was the Club's centenary '10' on the East Hoathly course in 1994. Since then I have been timekeeping for club, association, national championships (the highlight being a finish timekeeper when Graeme Obree broke local 25 mile course record with 48.55!) and other clubs' events, and also riding my bike for pleasure. We have supported all aspects of cycling, especially the 'Tour', which we try and see most years, even for just a couple of days – what a spectacle!

So I have been around for quite a while in a super sport where I have made so many friends and acquaintances, and we now have three grandchildren, two of whom I am glad to say enjoy outings on bikes, Harvey on his tag-along and Holly in her kiddy seat. Max is only five weeks old at the moment but I am sure he will join in when he can sit up!!

Jane.



[Welcome to our new Members](#)

The following new Members have joined the Club this year (as at 22 April 2010). May I on behalf of the Club offer them a warm welcome and every success in their endeavours with the Club.

Paula Boniface	Associate	David Howard-Houston	Senior
Ken Beckett	Senior	Liz Lumber	Senior
Nigel Godwin	Senior	Ross Weeden	Senior
Paul Hanratty	2 nd Claim	Tom Weeden	Senior

[CAFÉ CULTURE](#)

You know how cyclist love Cafés. It gives an excuse to get off the bike and enjoy some jolly banter, as well as giving us a reason for going out "training" in the first place.

Stuart Greenway is a firm adherent to this culture, riding to a Heathfield cafe on a Monday, to Taste Buds at Horam on Wednesday and to Wessons at Horam on Fridays. Several Members, and riders from other clubs such as Lewes Wanderers, eagerly ride up, often making use of the Cuckoo Trail either one way or both ways, depending on how long a ride they want to do.

If you want to join the happy throng you will be assured of a warm welcome. Stu can be contacted by E mail stuart.greenway2@btinternet.com or phone 01323 503105.

Racing Results Open and Association Time Trials

Iain has kept the flag flying over these past two months and has been our fastest rider in each event he has ridden. Well done Iain (Ed.)

ESCA 2 Up 23.9 miles 4th April 2010

Winners Alan MacInnes & Steve Dennis East Grinstead CC 55:32

12 th	Iain Brogden & Peter Moon	1:00:44
17 th	Stuart Davis & Adam Ford	1:01:54
27 th	Kevin Burton & Dave Cox	1:09:39

Brighton Mitre 25 5th April 2010 Winner Pete Tadros (In Gear) 59:07

3 rd	Iain Brogden	1:04:23	
26 th	Peter Moon	1:19:17	what happened Peter?

Redmon CC 25 11th April 2010 Winner Laurence Harding 53:33

32 nd	Stuart Medhurst	1:04:12
46 th	Andy Stobbart	1:09:53

ESCA 10 17th April 2010 Winner Pete Tadros 20:50

Close racing here in the mid field from our lot in this "10"! Pete Tadros cleaned up on both days! Ed.

8 th	Iain Brogden	22:40
35 th	Peter Moon	26:06
38 th	Tony Murphy	26:21
39 th	Andy Stobbart	26:25
40 th	Adam Ford	26:30
41 st	Kevin Burton	26:48
50 th	Harry Featherstone	27:36

ESCA 25 18th April 2010 Winner Pete Tadros 52:33

6 th	Iain Brogden	57:01
28 th	Stuart Davis	1:03:54
38 th	Peter Moon	1:05:32
39 th	Adam Ford	1:06:05
43 rd	Tony Murphy	1:08:09
49 th	Kevin Burton	1:08:55

Kingston Phoenix RC 10 24th April 2010 Winner Richard Prebble 21:22

42 nd	Peter Moon	26:08
48 th	Harry Featherstone	27:17

Addiscombe CC 25 25th April 2010 Winner Steve Dennis 52:14 (+16:48!)

Perennial "youngster" Steve Dennis won this and we had a goodly number of riders with some close racing in the mid field. This should get interesting as the season progresses with each trying to "get one over" on the others. Keep headbanging! Ed.

5 th	Iain Brogden	55:28
40 th	Stuart Medhurst	1:01:10
56 th	Peter Moon	1:03:18

63 rd	Tony Murphy	1:04:24
67 th	Adam Ford	1:05:10
68 th	Kevin Burton	1:05:13
76 th	Andy Stobbart	1:06:23

SCA 10 1 May 2010

Peter Moon successfully promoted (and rode) the SCA 10 on the Steyning to Shoreham course (G10/97) on Saturday 1 May. Alan Symonds, Brian Holt and your Hon.Ed helped with marshalling and other duties, Ann Human ran the computer generated results boards with her usual aplomb and Sue Cox and Lily Featherstone did the catering. Peter reported that he gets a lot of good feedback from the competitors about the success of the events he promotes and where Ann does the results board. The competitors also are keen to pass on their thanks to the marshals, caterers, timekeepers, pushers off etc as without them the events could not go ahead. As you know Peter also promoted the ESCA Hardriders in March and will be promoting one other event this year. Ann will be doing a further 8 races this year. No one can say the Club does not do its bit! Thanks to Peter, Ann, Lily and Sue and all other helpers on behalf of all Club Members.

Result

67 riders entered, 28 more than last year. 58 faced the starter on a fairly good morning. **Winner Nick Dwyer of the Lewes Wanderers** charged round in a time of 20:50, also collecting 4th on Standard in the Vets competition won by Harry with a + of 8:03, over 1 minute clear of his nearest rival, Mel Robertson of the Worthing Excelsior. Lewes won the team with a time of 1:05:00. Fastest lady was Naomi Dandridge, Lewes Wanderers, with a time of 25:52(44th). Father and son duo, Peter and Tom Baker, Lewes Wanderers, won the tandem event in 21:28. A bit of a clean sweep for the Lewes then! Ed.

Rovers performances were as follows

7 th	Iain Brogden	22:08
25 th	Stuart Medhurst	24:05
=29 th	Stuart Davis	24:43
33 rd	Peter Moon	24:52
36 th	Kevin Burton	25:15
38 th	Adam Ford	25:19
39 th	Tony Murphy	25:21
43 rd	Andy Stobbart	25:50
45 th	Harry Featherstone	26:03
52 nd	Andy Parsons	27:45

SCA 25 2 May 2010 Winner M Hutchinson (in Gear) 51:12

Mike Hutchinson is on another planet with his rides! I suppose as he only has a bit of a job on the comic he has plenty of time to go out training. Does he do anything else under his “Dr” guise? I know he used to be a bit of a lawyer and does some other journalism.

9 th	Iain Brogden	56:23
38 th	Peter Moon	1:04:37
41 st	Adam Ford	1:05:50

For results of our Club Events see our web site. Our riders also have done some of the Lewes Wanderers 10's on Monday evenings so look on their web site as well. Ed.

I will do a bit on Club events next time!

Eastbourne Sports & Activities Show by Alan Symonds and Iain Brogden

Alan reports that this event was held on 7th March in Eastbourne and the Club had a stand, and some interest shown. Whether we recruited any new



Members is not known.



It was quite a good day apart from a bitter cold breeze which even the occasional try on the Wattbikes didn't help.

Emma donned her running shorts and did the 1/2 Marathon. Asking her where she came she said she was the 1st of the losers (4th Place). Assume that

was out of the girls but could be wrong.

The Wattbikes were, I thought, impressive giving readings on watts, average watts, cadence, kj, time, distance, and left/right pedalling efficiency in graphical and %age indications and have resistance variation.

They are the ones I remember Iain saying that you can also link them to a TV screen. What more do you want!

Iain reports that Eastbourne Sports & Activities Show was a supporting event for the Eastbourne half marathon.

Just a week before the Show date of 7th March 2010, the promotor offered Eastbourne Rovers a pitch. It was very late notice but in association with Clive Copeland, British Cycling Go-Ride Coach for this area, we put together a show stand.



Obstacle course for future members maybe !

Iain Brogden supplied a couple of 'easy-up' canopies, borrowed from AMCI motor events to protect us from the elements. Peter Moon had an Eastbourne Rovers banner made up at short notice. Iain designed four posters detailing club activities and had those printed at Staples. Graham Lade offered his NOBO board and we used that to display the posters.

Rob Rickson and Iain Brogden loaded their cars at 7am and set off to build the show stand at Princes Park. When we arrived, Clive Copeland was already setting up the slalom course. It was so cold that erecting the aluminium frames for the canopies was quite painful to the hands but the end result was without doubt the most professional looking show stand.

Rob, Iain and Clive were joined by Adam Ford and later by Stuart Davis, Alan Symonds and other Rovers members who helped run the stand when it opened at 10am. Shaun Reed was also on hand as he will be running the new Pedal Power club for under 16s with Clive Copeland.

During the show we found that the organisers had pitched all the trade stands too far away from the marathon finish line which is where the spectators were congregating. As a result we didn't get as much foot fall as we could have done. However, from what I could see we attracted the most visitors of any exhibitor and this was down to the activities we had laid on and the fact that several of us encouraged show visitors onto the stand to have a go on the bikes.

Clive ran the MTB skills course and had a number of entrants but it was the wattbikes that seemed to be the main draw and they were in constant use throughout the event. If you are unfamiliar with the wattbike, it is essentially a gym bike with an accurate power meter and computer. The computer allows you to engage in all sorts of performance tests and races. British Cycling have adopted the wattbike for testing and talent spotting. We had intended to run some real time racing by linking the wattbikes together but unfortunately British Cycling had not supplied the right cables. We therefore decided to run a kilo competition for which we had about 30 competitors, both club members and non-members. Due to time constraints it wasn't possible for competitors to prepare for their kilo by warming up and so this test of strength and stamina was undertaken from cold and in casual clothing. Despite this and the fact that for most it was a first attempt at a wattbike kilo, there were strong performances and full-on efforts. One early competitor demonstrated a very high level of commitment by going into shock but after throwing up and lying down for a bit he suffered no long term harm. We didn't have to get too concerned with his condition because British Cycling were covering the public liability risk. Other notable efforts were from Emma Richards who did a kilo after running the marathon and Pete Morris of LWCC who came to see us after riding the Circuit of Laughton TT.

The results are at <http://www.eastbournrovers.com/forum/viewtopic.php?f=9&t=101> where you can see the times and power outputs. Note there were a few DNF that we didn't list.

In addition to the kilo competitors, we were able to chat to quite a number of show visitors some of whom were existing cycling acquaintances and others were new faces. By the end of the morning we concluded that the event was well worth attending as an enjoyable morning for club members and also to promote the club to potential new members. It has also provided the enthusiasm to host a wattbike or roller race evening in the near future.

Italy 2010 – by Iain Brogden

I must admit to suffering from a cycling motivation problem since December 2009 when the really cold and icy weather set in. I needed a boost to the morale, some vitamin D and mountain miles in the legs in the form of a week in Italy.

You may remember that I spent a week in Riccione in April 2009 at the Dory Cycling Hotel. By chance, Rob Pelham of LWCC was staying there the week after me. This year we teamed up and booked a suite at the same hotel along with Nick Dwyer of LWCC and his wife Kaye. There were some concerns about getting there due to the BA strikes and the weather forecast did not look good and this caused Nick and Kaye to pull out. A shame because we were looking forward to their company and of course to ripping Nicks legs off in the mountains.



**Rob Pelham LWCC, Alessandro of Dory Hotel, Iain Brogden ERCC,
German Liquigas chap**

sandwiches/banana/energy drink for riding, post-ride meal and evening meal. The menu was interesting due to some very loose translation into English. For example, Tuesday's "Chefs Special Sucking Pig" was especially good. I can tell you the food is very nutritious as I put on 2kg despite riding hard for 6 days. Post-ride there is a spa and pool to relax and massage is available. The only thing lacking is a basic gym to use swiss-ball or mats for stretching. There is fortunately a bar and wine and beer is fully inclusive with dinner.

Day 1 Sunday we set off for our first coached ride of about 60 miles into the hills. We were disappointed not to be led this year by Richard Steiner the Swiss national team coach. We learned this was because he and our new guide Bartoli were now taking it in turns to lead the fastest group.

Thanks to Unite our flight out was cancelled and we were offered an alternative into Florence. From there we caught a bus and then train via Bologna to Riccione. A mini adventure and not a great deal longer than our original flight and airport transfer.

After arrival we built up our bikes in the excellent hotel workshop, hung them in the bike garage and then went for the welcome presentation. This was in every language except English so we were not much wiser afterwards but it appeared to be along similar lines to last year. The riders are split into different groups of conditioning from cylo-tourists looking to sample the delights of the region to those of us who would be seeing everything with double vision. It did appear that you had to put your name in a box to indicate which group you would be riding in, so we did that.

Later we found out that the boxes were to vote for your favourite rider!

For anyone who wants to know about the hotel accommodation, take a look at the website <http://www.hoteldory.it/> but I can tell you it is set up specifically for the cyclist. This means excellent food provided at breakfast,



Iain Brogden (red) and Rob Pelham (black). No sunshine today but the weather was overall very good and perfect for cycling.

After about 10km Rob and I were riding side by side and he was just telling me how last year someone in his group fell off within the first few kilometres, when Rob himself disappeared off the side of the road! The road edge was a bit variable and Rob's wheel had dropped off the edge. In the process he knocked into me but I stayed up. When I turned round he was back on his feet and one of the guides was straightening his levers. No harm appeared to have been done and we were quickly on our way. At the next set of lights, Rob decided to roll up his sleeve to check his arm and found that he was looking directly at the muscle through a large rip in the skin. I have never seen the colour drain out of someone's face so quickly and he

was swiftly escorted back to the hotel by one of the guides. Not just any guide but Jamie Burrow, former under 23 World champion and team mate of Lance Armstrong. 10 out of 10 for style Mr Pelham!

After a trip to the hospital and 10 stitches, Rob was ready to get back in the saddle but he did of course miss the rest of that days riding which involved some very good climbing. The format is similar on all 6 days of riding whereby the group leader Bartolo takes the peleton to a good climb and then he will tell us to regroup at the top and we go hard. The first major climb is where there is a bit of testing of your fellow group member's legs and you will be pleased to hear that Rovers showed our Euro friends how to climb a hill. Second was a Belgian resplendant in his pink T-Mobile kit and we later christened him "Ze Pink Pantheur". This guy managed to annoy almost everyone with his attitude and aggressive style of riding. His Colnago was resprayed white and pimped with tasteful stickers of topless ladies. But I must say I enjoyed his company because he was the only one that wanted to attack every single climb as hard as possible and he never gave up doing so, even though he only ever saw the back of the Eastbourne Rovers jersey!

After escorting Crasher Pelham back to the hotel, Jamie Burrow rejoined the group in time to attack the next climb. With reasonably fresh legs I went quite hard and he was the only one to ride with me to the top. It wasn't until we returned to the hotel that Rob told me he had Googled Jamie and found he was known as "The English Pantani" which explains why he appeared to be just ticking over to stay with my 85kg frame on the climbs. This is an interesting guy who was U23 World Champion and then rode with Lance Armstrong at US Postal. There was an article about him in Cycling Weekly last year entitled "Where is Jamie Burrow?" and it turns out that he has been riding the European Grand Fondos. Different to our Sportives here, Grand Fondos are essentially races with prize money and are ridden by many ex pros. He was the first English man to win the Maratona Dles Dolomites. Jamie has a number of business interests and is currently learning about the hotel trade by working as a guide with Dory. We also met his Dad, Mike Burrow who was visiting Jamie and riding in the area. Mike is also a rider of very high calibre and you will find him in the CTT handbook as he holds the 1965 25 mile competition record at 54:04.

After day 1 we treated ourselves to a recovery ice cream and as you would expect in an Italian coastal resort there is no shortage of choice.

Day 2 was more of the same but we were without Jamie as he had gone with a friend to visit their pal Francesco Moser! Rob was back on the bike although not at full strength due to antibiotics. However, he still managed to show our German friends how they roll at the LWCC.

Tuesday was announced as the rest day due to the start of a three stage pro race in town. ISD were staying at the hotel so we sat on the balcony and watched their bikes being built up, team cars being prepared and so on. However, we were here to train and it was too early in the week for a rest day so Rob found a challenging route that had been posted on the internet and we were able to download the course for our Garmin GPS units. This was 75 miles of challenging climbing and some excellent descending. I have this one down as the best ride of the week. Long winding climbs of between 6% and 10% was just the ticket and in my view is excellent training to build power and endurance. We set off from Riccione on a very quiet main road and it wasn't until we saw a lot of police motorbikes coming toward us that I said to Rob we should get onto the pavement a bit pronto. A few seconds later a large peleton came through, followed by team cars and we realised we had somehow strayed on to the course of the stage race! Returning to Riccione after our ride we were enjoying some fast through and off on another of the towns unusually quiet main roads when a policeman stepped into the road and put his hand up. We were going too fast to stop and so just swerved round him. A few moments later we were faced with riders coming the other way in a team time trial and we had yet again strayed onto the pro-circuit!

On Wednesday we were pleased to have Richard Steiner back as our leader and the pace of the peleton was quickened a little when riding in the group between climbs.

Thursday was "Grand Tour" day which is a longer ride of 130km with lots of climbing. Rob was due back at the hospital but I suggested that a real cyclist would not miss a days riding and we could get some new



ISD jerseys are hard to miss in the pro peleton. This is day 1 of the 3 stage

borrowed wheel was not as light as his own.

dressings from the Pharmacy and change them in the hotel. Being from LWCC he is obviously a bit soft but was in the end persuaded and rode the Grand Tour. Top marks for the effort in my view because in all seriousness he was sporting quite a nasty injury! We did have a very good ride with some nice climbing. Last year I suffered a string of punctures on the Grand Tour due to debris from a broken spoke and I was pleased not to need the support vehicle this year. Unfortunately it was Rob's turn and he broke a spoke on one of the climbs. Our mechanic Drelli had a spare wheel in the support van so no time was lost and Rob was able to ride on this borrowed wheel for the rest of the week. Unfortunately this gave him another cyclist's excuse as allegedly the

Friday was the day that the fatigue started to kick in for me and I could really feel all the climbing in my legs. This coincided with some of the toughest climbs of the week, up to 20% in some places. All week we had the same routine for every climb, I would ride off the front with Rob, a few of the Germans and Ze Pink Pantheur. Then we would raise the pace until everyone got dropped except Jamie Burrow. Then Jamie and I would ride to the top together but he never went ahead to give a true measure of his form.

That was until the very steepest climb on the last day. At the foot of the climb I went ahead and Rob shouted to 'please use the inner ring on this one' but I told him that the inner ring is only for when you have blown up, especially if like Rob you are riding a girls compact chainset! The base of the climb pitched steeply and my front wheel picked up off the ground a few times, aided by the stiff breeze. I don't like climbs that pitch up over 20% because I am too heavy and this was one of those climbs. Near the top, the climb flattened into a hollow in which you could get back on to the 53, but then pitched back up. At this point Jamie used the momentum to sprint into the final rise on the big ring but my legs were gone and I had to eat my words and



At the top of the final climb, Jamie Burrow back row middle, Rob Pelham and Iain Brogden in club kit today for the photos.



Iain Brogden ERCC, Jamie Burrow, Mike Burrow, Rob Pelham LWCC

my legs. Then I was challenged by a German man and thankfully won that one before all the Germans got very excited about downing a number of disgusting spirits. After that they invited me to ride with them in their local race, the Dachau Bergkriterium on 15th August. Being beered up to the eyeballs I obviously accepted but on checking the website this appears to be a sporting criterium made up of 80% cobbles in a town most notable for the Nazi concentration camp.

After a few hours sleep it was time to get up and pack for our 08:30 transfer to the airport. Rob was still passed out and upon waking he could not find his glasses. I suggested he look where someone in his condition was likely to lose them and that was down the back of the toilet pan – and that's exactly where they were!!

Another successful training camp completed and we are now better conditioned for the race season ahead.

shift on to the 39 and twiddle the rest of the climb. That is where we saw the difference between club rider and pro since he made about 250m on me in the final 500m. At the top we stopped for a photo and then made the long descent down. This started to melt my brake pads and Ze Pink Pantheur also had trouble with braking on his carbon Corima wheels with cork pads.

For lunch we stopped at the Hotel Owners country house and enjoyed a pleasant lunch in the sunshine followed by some Limoncello and Grappo, both highly toxic Italian spirits. This gave us a Tom Simpson style energy boost and a further short ride back to the Hotel saw Rob and I try to raise the pace of the Peleton

with some through and off but Ricardo was having none of it and turned off without telling us, leaving us to turn round and retrace our steps to try to catch the peleton again!

After arriving back at the hotel, we got stuck into a well deserved beer followed by dinner and then a presentation of the weeks photos and a prize draw. During dinner we filled our bidons with red wine and that kept us going for a bit before returning to the beer. At about midnight Fabio, the barman refused to serve Rob any more as he was struggling to stay upright and in the end had to return to the suite to pass out. After that, Fabio started a traditional Sicilian arm wrestling match and I was first up but didn't last very long since this ex-night club bouncer, who had earlier been telling us how many knife fights he had been involved in, had arms bigger than

AUDAX NEWS by Richard Thomas

It's been a bit quiet so far this year. I have not been doing much as I felt I needed a rest from the challenges posed by these rides.

The Man of Kent 200km BRM Audax 28th March 2010

This was my first Audax ride of the year, which started just north of Tonbridge at Golden Green, where at the 8am start the temperature was only just above freezing. The wind assisted ride out to Sandwich was fairly easy, but then the route turned into the wind for 50km to the Railway station at New Romney on the Hythe, Romney and Dimchurch miniature railway. By this time Rob was still going strongly on his 70" fixed, and we caught up, once again with Geoff Erickson and rode the rest of the ride with him

I was really suffering all day, hanging on the back and even getting dropped! This was the longest ride of the year for me, having not ridden more than 80km before the day. The total ride distance was 211.87km, in 10hrs 52mins overall and 9hrs 11 mins riding time, averaging 23.1km/hr. It was a dry ride apart from the last few kilometres.

Audax Arrow London to York 3rd/4th April 2010

The following weekend I joined my teammates, Chris Tracey, Mark Fairweather and Rob Bullyment (Team Captain) for the Easter Arrow to York from Chislehurst in Kent.



The Arrow was achieved without too much in the way of problems. Chris Tracey had a puncture in his new front tyre in north London, see below, and we had a slow start, over 3 hrs for first 30 miles, getting caught by virtually every red light. The wind was behind us so we made good progress but I got dropped south of Lincoln and had to stop in the dark for anti bonk rations. Fortunately, some way up the road the other team members realised I was not there and stopped to wait. We enjoyed the hospitality on the Saturday evening offered by Rob's parents in Cherry Willingham, at 263km into the ride. The pasta and bread pudding were just right, even though I was defeated by the latter. It is a problem I have on rides,

such that I cannot eat when I am tired.

The sleep at Rob's parents, for just over an hour, did reinvigorate us for what turned out to be a very cold night. We left there at 1am and at dawn we noticed the frost on the fields. When we stopped at Barton, near the Humber Bridge, to get a receipt as proof, a local man came down to the cash machine and we had a brief conversation with him, and when he heard where we had come from and how short a time we had taken he replied "chuffing hell". He probably thought we were mad!

I was certainly the weak link in the chain, Rob did well on his fixed and the other two were just way up the road! We rode for just over 17 hours in a total of 23 ½ hours, and averaged just under 23km/hr riding speed. This was quite respectable given the slow start.

We breakfasted at Weatherspoons in York but decided against any alcohol. The train journey back was uneventful and we all got a bit of sleep refreshing us for the ride back to Chislehurst.

As usual Rob's organisation was faultless and we all had a fulfilling ride.



Chris, Mark and Rob on York Station, waiting for the train back to London

My wrists continue to be my “Achilles heel” and I am hoping the new shape of Campag Ergo levers that I will be fitting may help on future rides, once I have acquired a “Torx” key for the bolts that Campag have now started to use. What’s wrong with allen keys eh!

The Hailsham 400km BRM Audax. 8th/9th May 2010

This ride was another BRM Paris Brest Paris (PBP) Pre qualifying ride. This is because ACP (Audax Club Parisien), the organisers of the PBP 1200km, are concerned about the number of DNF’s in the last PBP event in 2007, when the weather was particularly wet and windy. ACP want to try to improve the “quality” of the field by favouring riders who do longer events most years rather than just on PBP years. ACP may also have to restrict the number of riders as last time (in 2007) there were over 5000 riders and maybe this is more than the organisation can handle. Riders will still have to do the SR Series of rides (200, 300,400and 600km) next year. However, the Pre qualification process is that if a rider does a 600km BRM in 2010 then they will get the first option to enter PBP next year, if they have just done a 400km they get will be in the next tranche to enter, then will be those who have only done a 300km as their longest ride, then those with a 200km and then, if a rider has not done any such rides in 2010 these riders will take any places left over. I hope that is clear!!

Anyway that is why I am doing a 400km and 600km BRM ride this year as I want to ride PBP next year. This would be my 4th time of riding this prestigious event.

So, at 8:15am on a cold and damp Saturday 8th May I left home in Eastbourne to ride the 10km, via the Cuckoo Trail, up to the 9am start at Hailsham Leisure Centre car park. Tony Gale was there to offer his encouragement

to the 21 riders (out of 32 entries) who were chomping at the bit and ready to go. I decided to ride with Jack Williams (Sabine’s husband) and Colin Mildwater (San Fairy Ann CC) as I wanted a steady ride rather than a thrash with Chris Tracey. Colin (aged 70) is making a comeback to long distance riding after having a pacemaker fitted to ensure his heart beat was controlled, as it had dropped to 25bpm at times!



Sabine Williams (left) checking a rider in at the start

Stage 1 Hailsham to Lavington 90km

At 9am we set off near the back of the field and soon arrived, via Ripe, at the first “control” in Glynde. We then by-passed Lewes on the Offham Road and onto Ditchling, and into West Sussex. The rain was now starting yet there was no increase in temperature! The roads rolled well through to Partridge Green, Ashurst and Ashington and good progress was made despite the cross wind from the north. After the information control near Storrington, we rode to the first major control at Lavington National Trust car park, where El Supremo (Dave Hudson) had set up his feed station.

temperature! The roads rolled well through to Partridge Green, Ashurst and Ashington and good progress was made despite the cross wind from the north. After the information control near Storrington, we rode to the first major control at Lavington National Trust car park, where El Supremo (Dave Hudson) had set up his feed station.



Dave's feed station at Lavington

Stage 2 Lavington to Alresford 56km

Revitalised by Dave’s sandwiches, hard boiled eggs, peaches and rice pudding and coffee we headed off. The lanes were very gravelly and fortunately we avoided punctures. The route took us via Cocking, Elsted, Harting, Buriton, East Meon, West Meon and thence to the Alresford control at the Tesco Express store. It was now late afternoon and we felt we needed to get going again, as we were getting cold standing outside the store eating our purchases (sandwiches and sports drink).

Stage 3 Alresford to Burbage 55km

From Alresford we continued through Hampshire and into Wiltshire, via East and West Stratton, Whitchurch, St Mary Bourne, Vernham Dean, Oxenwood and then to Burbage. This was again a very “laney” stage and this needed continued vigilance to avoid falling off and punctures. Colin had a bit of a problem with a derailed chain which got jammed between frame and chain wheel and he stopped without Jack and I realising, so we stopped



Burbage control, night closes in! Colin on the left

and waited at a junction. A chance to have a bite to eat whilst we waited. Towards the end of this stage Jack and I stopped for a comfort break, and Colin decided to “ride on steadily”. Well, we did not see him until the control at Burbage, as we had slowed down, Jack suffering and me getting a bit “bonked”, no change there then!

Dave Hudson had again set himself up at Burbage with his tent and we were served with soup to warm us up. It was getting dark and colder, we were nearly last on the road and not looking forward to a night of continuous riding, as we were not going to get much rest in the warm at any control.

Stage 4 Burbage to Petersfield 80km

This was a long stage for the night time, where you naturally slow down due to the cold and the fact that visibility is reduced. I had fitted a new front light, an Edelux single LED by Schmidt, it was very bright (see photo below, the light is just above the brake).



This stage took nearly 5 hours, as we headed back east, through to Winchester where we had a choice of two routes, and we took the “alternative” route to avoid 25km on the A272. This alternative route took us to Kingsworthy and Alresford, returning through the high street and retracing to the A31. The route then used part of Dave’s old 200km route to take us on the climb and subsequent twisty descent (bit dodgy in the dark!) to the A32 before the climb up the road to Steep.

We then arrived in Petersfield and headed for the control at the Esso garage and the “On the Run” Costa café. We were disappointed that there were no longer any seats in the café, nowhere to sit! Jack and Colin managed to get some sleep on the cold tile floor but I just sat on a newspaper and shivered, despite having all my clothes and waterproof on as well as my winter gloves. We were there for about an hour, during which time Martin Stovell arrived with Tom Ford. They were the last on the road as Peter Mennicke (lantern rouge) had not arrived at Burbage before the control closed so was out of time. It was presumed he had got lost somewhere.

Stage 5 Petersfield to Pease Pottage 62km

Martin left before us and Tom packed at the Petersfield control, so we three were last on the road, an unaccustomed place for me! We headed for Midhurst and thence to Petworth. By the time we got there Colin and I realised Jack was not with us. We waited for 20 minutes but he did not show so we went on as we did not want to run out of time. Colin was slowing on the climbs up to Pease Pottage so I went on ahead, arriving at 7:15am, just 45 minutes before the control closed, too close for comfort. Jack arrived whilst we were still there, and told us he had suffered a bout of sickness before Petworth and had to rest for 10 minutes, hence his no show.

We all left together at around 7:45am, with just 4 hours 15 minutes for the last stage as the control closed at 12 noon.

Stage 6 Pease Pottage to Hailsham 62km

Knowing how much climbing there was on this stage I was concerned that we may be out of time, given the problems on the previous stage. Jack was the first to slow and drop off the pace, as we passed through Handcross, Staplefield and Cuckfield, by which time he was not in sight. Colin said that Jack had told him to go on and not to wait. Colin and I did as he wished and rode on towards Haywards Heath and Lindfield.. By the time we got to Fletching Colin was dropping off the back on the climbs around Horsted Keynes so he told me to go on, which I did. I decided to put the hammer down and get back to Hailsham as quickly as possible as I was still concerned about running out of time. I soon passed by Piltdown pond before the descent and climb up to Uckfield, where down the High Street before the left turn to Framfield, Blackboys and then Heathfield, a series of fairly long climbs, strength sapping at this stage of the ride! There was a final “information” control at the turn to Rushlake Green from the B2096 (to Battle), this being put in to make sure you don’t short cut to Hailsham! After the short steep climb up to Rushlake Green it was virtually downhill to the finish in the Leisure Centre car park. I arrived at 10:50am, just 70 minutes inside the 27 hour limit, my slowest 400km for several years (last year I took 22hrs 15 mins). I think the cold had a lot to do with the ride this year, coupled with my lack of mileage this year when compared to 2009. Colin and Jack arrived together 25 minutes later.

After a brief sit down, a coffee and a tea cake I rode home along the Cuckoo trail. I met Stu Greenway near Polegate as he was returning from his morning’s ride, we had a brief chat before I took the route through Polegate and Stu took the longer trail via Hampden Park. I declined to go with him as I had had enough and wanted to get home for a shower and a sleep.

17 riders completed the course as there were 4 DNF’s. My riding time was 20hrs 25 minutes for the 405.43km, averaging just 19.8km/hr and maxing at 53.5km/hr. It did not seem like I had over 5 hrs off the bike. The total “door to door” distance was 424.80 km.

My next ride is the 600km BRM on 22nd/23rd May. Here’s hoping for good weather!

Off the back From the Bike Shed by Richard Thomas

I have been having problems with my Merlin Titanium frame for the past year or so, due to creaks coming from the bottom bracket when I stood up on the pedals. I searched the Internet for a solution. Several solutions were proffered, including the use of copper grease. I favoured the one which suggested wrapping the threads of the bottom bracket cups in two turns of plumbers PTFE tape. I removed the cups and duly wrapped the threads, greased them with white grease and wound them back in. So far there have not been any creaks so here’s hoping it is cured!

During the 400km on 8th/9th May my right hand ergo lever became very stiff and reluctant to move the rear mech on my Roberts Audax Special (yes they did/do make such a frameset, Columbus Nivacrome steel lugless, sloping top tube, fancy paint job). Even though I have replaced the cable several times over the 9 years of the bike’s life and had the lever springs replaced in 2007 the cable outer has not been changed and this is what is now sticking. I am aware that Campag. recommends replacing these outer cable every 3 years or so hence no wonder things are now getting a bit inefficient. I also measured the chain and it had stretched 1%, the maximum recommended, over the 2 or 3 years since being put on the bike, and the chain rings look a little on the worn side after 3 years of use. So out with the credit card for a 10 speed set up with new shape ergo levers (10spd Centaur carbon), new 10spd Centaur med cage rear mech, new chain and cassette (15,16,17,18,19,20,21,23,25,28 Campag/Marchisio mix) and new 10spd Chorus chainset (175mm, triple 53/42/30, QS). Should be OK for 2 or 3 years of Audaxing (usually in the rain with attendant wear rates!). I now have a fine collection of 8 and 9 speed ergo levers, worn rear mechs, worn chainsets, worn cassettes, worn pedals, part used chains and tyres, all of which I am reluctant to throw away as they can serve on my winter bike. However, on the basis of my “worn” collection of bits they will keep a “bitsa” winter bike going for ever!

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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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The next Newsletter will be out **in late June 2010**.

Articles wanted, please don't be shy. The success of the newsletter depends on you. Closing date for articles for next issue is **18th June 2010**.

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.