



Spindle – August 2011

cycleclubsudbury

Yet another busy month to report on...

CCS's own Audaxes, the club's 10km championship evening, closed circuit bike racing, grass track racing, an Audax in a foreign land, (well, Norfolk actually) Open TT's, a club raid to France, Evening Series TT's and more.....

First off, well done to Barbara Law who competed in her first ever 50 mile Open Time Trial recently on the infamous E2 course.

Her time of 2hr 34min 21secs was a very creditable effort considering the conditions.

She then goes back onto the E2 a couple of weeks later for a 10mile TT and promptly gets hit from behind by a car driven by an 'elderly motorist'. After a visit to Addenbrookes hospital for numerous stitches and treatment to cuts and bruises, she came home and is now planning her next rides! She told me it hasn't put her off and is still intending to compete in the World Duathlon championships in Spain later this year. Commiserations to her and bravo for her fighting spirit.

Some of our riders have also been competing in the Ipswich Cycle Racing Series held around the confines of Trinity Park on a closed circuit.

In the Cat 3 races, Mat Shotbolt scored an excellent best placing of 3rd. George Hoppit, Colin Hill, Ashton Dyson and Trevor Pillet all raced in the Cat 4/Novice races with George and Colin both claiming a best of 5th place in the series. It's a nice departure from the hum drum of TT racing and is good to see members branching out.

Also well done to Mat Shotbolt for not only winning the recent Hitcham Hilly evening event, but doing so with an enforced wheel change halfway round!

Our own Brian (puncture) Mann was close by (competing as well) when Mat punctured and promptly offered his wheel to him. After a quick change, Mat still managed fastest time of the evening! Well done to Brian for his heroic sacrifice although I'm not sure how he got back to the finish on one wheel.

Our grass track expert, Simon Daw has been busy lately and has produced some very good results. At the Maldon grass track meeting, he rode to 2nd in the 800m handicap, 3rd in the Devil take the Hindmost and 4th in the 8km race. And although he admits he is no short distance rider, he took 5th in the 800m scratch race. During the previous weekend at the

Plomesgate grass track meeting, he won the 'Unknown distance race', claimed a 4th in the National Endurance 8km race and finished off with a 5th in the 'Devil'.

Although the grass track season is a relatively short one, it does seem to merit some more club members having a go. I'm sure Simon would point any takers in the right direction.

Third Party Insurance

CCS strongly recommends that all members arrange their own third party insurance, to cover themselves against claims from others.

This can be arranged, amongst others, with Cycle Touring Club (CTC), or British Cycling (BC). CTC membership of £37 a year for adults (£23 if over 65) and £12 for 17 years and under provides third party cover, legal support, a bi-monthly magazine, and other benefits. The CTC is also the leading campaign organisation on local and national cycling issues. Visit www.ctc.org.uk for full details. BC Ride membership at £24 a year (discount bands for 19 years and under) provides third party cover, legal support, and other benefits. As well as the basic Ride membership, three levels of Race membership for those needing a race licence are available. Visit britishcycling.org.uk for full details, or contact Robin Weaver who has BC membership leaflets available.

The future is wood!!

No, it's not a creation from the famous Whiteley Wood Whittling Yard, but a full working timber framed bike with an old Shimano group set. It was snapped by club member David Miller while on holiday in Italy.



Our usual end of Evening Time Trial's little 'do' in the form of a meal and get together is at the Lavenham Cock this year. It takes place on the 1st September and would ask anyone who wishes to come along to send their menu selections to David Fenn on dr.fenn@tiscali.co.uk or 01787 374284. **The menu is included on page 8 at the end of this issue.**

Tales of a Dieppe virgin

By Trevor Hale

This may not quite as titillating as you were expecting, but setting off on my first **Dieppe Raid** was pretty exciting for me.

My only previous experience of riding in France was a few brief trips on our tandem on a family holiday in Brittany many years ago. My boyish excited anticipation (haven't experienced that for a few years!) grew even more when I was invited to join Nick Reed, John Oakshott and Robin Sidgwick to set off on the

Wednesday before the 'Raid' to get a few extra days and miles enjoying the countryside around Dieppe prior to the main event on the Sunday.

With bikes loaded on the roof of Nick's car, we set off early Wednesday morning minus Robin who, unbelievably, was meeting us in Dieppe on the Thursday evening after journeying up from the south of France, having completed the Channel to the Med ride of some 800 miles! After a pleasant lunch in Calais and picturesque drive through the Normandy countryside (aren't those poppy fields amazing) we arrived at the Hotel La Plage late afternoon, where our first thought (apart from how wonderfully pleasant it was going to be with four blokes sharing one room) was surprisingly, not cycling but food. So once the bikes were unloaded and stored safely in the garage and we were unpacked, we hit the town in search some good honest quality French cuisine. Instead, we decided on the 13 Euro menu at one of the harbour side restaurants (actually not too bad). At this early stage I had already worked out what a bonus it was going to be having our very own interpreter on board i.e. the fluent French speaker Mr Oakshott. He did, however, occasionally make us work for our supper (or lunch, or coffee) throughout the week with some rather educating impromptu French language lessons. He's much better than my old teacher.

We then managed to fit in three days of excellent cycling heading out in both directions along the coast and working our way inland to take in some great scenery, plenty of exhilarating climbs and a few fast descents. (Did someone say Normandy was flat??). According to John's satnav we climbed a total of over 7,300ft during the three days, covering 158miles (mostly against the wind it seemed), including a 32k section of the excellent 'Avenue Verte' cycle path, part of which was also included in the Sunday 'Raid' route. Apparently the eventual aim is for this cycleway to run all the way from London to Paris, with the French section from Dieppe to be traffic free. Currently only 40k of the former Dieppe to Paris railway has been completed. We did actually see



quite a few London to Paris charity ride groups coming in the opposite direction (some looking rather ill equipped for such a ride, bodily and mechanically). Energy was provided each day courtesy of La Plage host, Isabelle's fine breakfast spreads where we filled up on an excellent choice of fresh fruit, cereals pastries, French bread, jams and coffee. (We usually did the lot). We refilled during the day at bars, a particularly fine charcuterie and a wonderful patisserie. Then it was out in the evening to sample some of the restaurants on Isabelle's recommended list.

Saturday saw the arrival of the rest of the CCS boys (and girl) and the hotel filling up with numerous other cyclists from the UK and a few people involved in the big rugby tournament going on across the road throughout our stay. No longer did we have the breakfast buffet to ourselves! Not a problem though, with Isabelle and staff constantly refilling the plates with goodies. Included in the new arrivals were Raid regulars, the Sou' Westers club. They were a lively bunch and good to have around as they made us all look like youngsters! Some of them were definitely bike shaped and seemed to live in their cycling gear. We even spotted them eating out in the evening wearing it. No doubt quite acceptable to the cycle loving French. And on that subject, what a delight it was to be able to enjoy time on the bike in a country where you are not hassled by motorists and don't get the odd Range Rover passing you on a country lane with inches to spare.



(Apologies to any RR drivers in the club).

On the Saturday evening, after attending the official reception at the Town Hall (or not the Town Hall as it turned out, as something else was going on there so, unknown to us, the whole event had been moved to another venue along the road), the whole CCS group met up for a meal at one of the restaurants previously sampled earlier in the week by the pioneer group of four. (There is no truth in the rumour that we went back there just so that one or two members of the group could have another gawp at the waitresses).

Sunday morning then, it was fill up at breakfast as usual, then off to Town Hall that wasn't, to sign on for the start of the 'Randonnee des 3 Valles' 140k. I must admit to feeling slightly weary at this point, following the previous 3 days of riding. Nevertheless, off we set as a group, uphill out of Dieppe and against the wind as usual, and I was soon feeling fine again. The first part of the route took us west along the coast to Veules les Roses, then inland

through Luneray and on to Longueville Sur Sci where I think we stopped for coffee and some quite wonderful pastries (I only say 'think' because my mind was on what I was eating, rather than where we were). We then picked up the Avenue Verte at Saint Aubin Le Cauf and soon stopped at the control point for lunch. Turning off the cycle path after 16k we then had some fairly hefty climbs (I'm sure there were more than just the three valleys on this route). I remember trailing well behind on one of them, but, with Mac behind me, thinking 'well at least I'm not at the back', only to see the b****r fly past me just before we got to the top and looking back with the comment "I didn't want to be last!"



Trevor, Nick Reed & Robin Sidgwick take shelter.

Anyway, all that hard climbing when we started the longest, gentle straight descent I have ever ridden. All fairly tightly bunched together, it was a great feeling whizzing through villages and countryside (at speeds probably similar to those that them Tour de France boys hit going uphill). However, all good things come to an end and we were soon on to one more big climb before approaching the finish back at Dieppe via a slightly disappointing route through an industrial estate on the outskirts of town. It was then back to the Town Hall (that wasn't) to check in.

Then came the biggest challenge of the day, only met by the bravest survivors of the CCS group that had the energy to carry on. (The rest, very wisely, went back to the hotel for a pint)... *The awards ceremony.* The sight of a 20ft long table filled with trophies of all shapes and sizes, with almost as many people on the stage, ready to present them, gave one the feeling that it was going to be a long evening. However, once working microphones had been found and we got through the speeches in both French and English with a certain amount of confusion, the presentations got underway. There were trophies for everything, and we were not disappointed, picking up the cup for third highest total mileage achieved by a club ...or was it second highest...or was it third. There was an element of uncertainty. One thing for sure (I think) was, we were beaten by those damn Sou' Westers! I shouldn't mock though as, once again; Caroline Street and others put in a great effort on the British side to make sure the whole event came together. And very enjoyable it was too. With the 86 miles covered added to the previous three days of cycling, it gave me a total of 244 miles. A stroll in the park to



Colin Dales goes into sleep mode during the presentations

some of you Audax iron men out there, but to me, one of the biggest achievements of my life (so far). Thanks to all the CCS Dieppe 'raiders' who helped make it such a great experience.

CCS - July Audaxes Robin Weaver & Roger Rush

The hoped for warm and sunny weather arrived as ordered for the club's 2nd series of Audax rides this year. It made all the long hours of preparation to get these events to the starting line on the day, all the more gratifying for organisers Robin and myself. During the weeks leading up to the event, I had seriously considered cancelling my 160km ride as very few entries had dropped through the letterbox, (4 with 2 ½ weeks to go) although lots of people 'said' they would be riding. Robin was initially having similar problems, but his radical (to me) 'enter on line' system, soon had a lot of takers (36) to boost numbers. But on the day, he had a full complement of 60 riders while I struggled with just 31 including just a 'sprinkling' of CCS riders, despite the heavy advertising.

The Bildeston Sports hall and surrounding sports field really is a delightful setting although a full day was spent clearing up and cleaning it as it was still left in the state of the last football match of the season. Thank goodness for helpful wives!

The rides themselves went well, without any reported incidents, and all entrants complimented us on the routes, especially Robin's 100km which has to be one of the best around for quiet lanes and pretty Suffolk scenery.

My control at Orford Quay isn't the worst place to be stuck at for a few hours, especially on a gloriously sunny day. Inquisitive passers-by are always impressed when you explain that the riders are part of a 100 mile organised bike ride. As the last of the riders (always a CCS bunch!) made their way back, there is always one or two missing from the check list and panic sets in trying to remember if you forgot to tick them off or if they are still on the way. How long should you wait, surely not until 3.15pm, the official cut off time, as we were needed back at the HQ. Our errant rider finally plods round into view, dressed in 'civvies' with not a care in the world as he announced he was off to find some lunch. We knew it was going to be a long day!



With the quickest finisher coming in at 5hrs 50mins, our day tripper finally arrived 10hrs 5mins after setting out, and some 1 ½ hrs after the previous finishers. He was within the cut off time, but believe me, sitting around just waiting for one rider to arrive after everyone else is long gone, isn't the best way to spend a Saturday evening, but he enjoyed himself, bless him.

Thank you's are due to Pam & Liz for organising the organisers and all the food, and also to the select and reliable little band of CCS members who always put their hands up when we ask for volunteers for help.

We donated £67 each (incl gift aid) to our chosen charities:-

East Anglian Children's Hospice;
St. Helena's Hospice (Colchester)
And St. Nicholas Hospice (Bury)

Godforsaken Greater Garboldisham Grovel

by Mark Gentry

When he heard that we intended to ride this 200K Grovel, Roger asked for a report of the ride to put in the Spindle, and I said that what I needed was at least one "incident" to make the report interesting. This, though, was a totally incident free event. Even so, here commenceth the drivell.

We started from home at 6.30 am in order to get to Garboldisham, with a few minutes to spare, in time for the 8 o'clock start. Although the ride has Garboldisham in its title, Smallworth is where the Headquarters is situated. After I missed the turning, I was advised that a U turn was probably a good idea and we finally arrived at the Recreation Ground Pavilion where Mac and I met David, John, Peter, Robin and Tony. Julie and Ken were there and I thought "Yes. I'll be able to keep up with them. No trouble." Unfortunately – I don't know what happened – we lost them before we'd even left the field. Didn't see them again all day, so I expect they finished way behind us. We started at 8 o'clock on the dot and were soon speeding down the nice Norfolk lanes on our way through Blo Norton and on our way to Diss

In Diss, it seems, everyone was expected to shout "1854" as loudly and as many times as possible and then try to retain it until we reached Wymondham. From Diss we sped on through Tibenham and turned right into "Low Common". Now, I would have thought that one derogatory name would have been enough. "Low" and "common" in combination seems a bit over the top. But still, I can't claim to have any information about what goes on there. Whizzing on our way, we passed through Fornsett St. Mary, barely noticing it. In Hapton there was another information control but what that involved, I haven't the slightest idea. It could have been the name of the pub. I don't know why I have difficulty remembering that. Zooming on, through Wreningham, we arrived in Wymondham. When I had my brevet card stamped, at the control in the café, I had to change the Diss entry. It should have been "1854", not "six minutes to seven".

After finishing my fried egg bap, most of the yolk of which, was spread evenly over my clothing, we pedaled away toward Deopham. I wish I could meet someone from there. Is it pronounced De-opam, Dopam, Doofam, Diffam, or Chaolmondely-Warner? Any-road-up, the info-control question there, was to



count the number of swings on the recreation ground. It could have been two – if you count the frames –or three – if you count the seats. I put five. Careering on, through Thuxton, Yaxham and Mattishall, we successfully negotiated our way through Tuddenham, managing to avoid all the tuds and most of the hams, and arrived at County School Station to have our cards stamped. Everyone had the same idea here and consumed their own food and drink. In the past, we have queued to buy tea and cake and only ended up with an approximation of our orders after an interminable wait. This year everyone brought their own comestibles and consequently there was no queue at all. Ho-hum. (In fact, I didn't look at the queue situation at all, but why spoil a good grumble.) A real bonus, though, was the fact that there are now only two sleeping policemen on the approach avenue, one at each end. The other twenty, pesky things, have been removed. Hurrah. Around about this time, my memory is a little hazy, (I use my age as an excuse for that), we experienced a little precipitation, but it didn't require waterproofs. We were travelling so fast that we were simply leaving a trail of steam behind us. A bit of a fog hazard for those at the back but there were no crashes as we rocketed through Great Ryburgh, barely registered Little Ryburgh, after its bigger brother, but were kept wide awake as we passed through the tumult that was Great Snoring. Waltzing on through the countryside to Little Walsingham, as a gentle introduction to the main event at Great Walsingham, we noted the info-control answer at Wrighton. (Another blank, as far as I am concerned, due to the senior component of my memory-sieve.) Great. Here is the village sign for Burnham and at last, just round the corner, the control and lunch. Oh, for a wonderful period of relaxation. After another 10km, no control. Just a sign, saying Burnham Market, and no rest. On and on we went. Oh, for some respite. No, none. Up two more hills and another six kms before we arrived at Burnham Deepdale, the control, food and rest. Ahhh. Only 35km to Castle Acre and the next control. Not too hilly and Bagthorpe was the only village that I can recall passing through. A bit of a rest and a nice cup of tea in Castle Acre. And if I had known what would happen on the final leg, I would have called a taxi to get back to Garboldisham.

Off we go for the last fifty kilometres. A notable hill soon after Castle Acre but all was going well through Sporle, then, round about Nacton, the rain started. Wet gear came out as the rain came down harder. As the intensity of the rain increased the dejection of the cyclists increased proportionally. Robin observed that he hadn't been so wet since the mid-week ride two Wednesdays ago. At Holme Hale the info-control answer was "blue". I do remember that, but what it related to is any-ones guess. Only forty k to go now. The speed began to pick up through Ashill and Watton. Stow Bedon and East Harling flashed by at warp speed but for the last 10k

or so I had to give up and I thank Dave for his help on the final leg.

I feel a bit guilty about the possibility that I brought about this next happening, having asked for an "incident" to make something to write about. Mac provided one at the very last moment.

As we were turning into the recreation ground he came off his bike and landed on his left elbow and knee, leaving blood on the road and taking gravel off

the road. In the pavilion, First Aid and Tea were kindly administered.

We returned home, too late for the Tour highlights, with a huge bandage on Mac's arm, and instructions to see the doctor on Monday.

The Greater Garboldisham Grovel is one of the best audaxes of the year. I thoroughly enjoy it, even the time trial at the end, and recommend it to everyone. (I'm sure Mark made up a lot of those place names...Ed)

CCS - Thursday Evening Points Series - 2011

Name	Lav 10 Jun9th	B.E. Jn16th	Lav 10 Jn23rd	B.E. June30th Incl current points position	Acton July7th	H.Hilly July14	Lav 10 July21	B.E July28th current points pos not available at present					
*A.Anderson													
*R.Back			27.29										
N.Baker	26.24	21.11	24.29	19.56/203pts	20.08	33.23	24.00	19.36					
*A.Barbooke			24.45										
S.Barnes				-/255pts									
*S.Bowen													
*K.Brady													
G.Buckles		23.23	28.48	22.25/412pts	23.54	39.08		23.02					
*S.Bursill													
R.Bush	35.38			-/216pts		49.21							
*C.Byford		21.20											
*B.Caisey				20.38									
*S.Carson	26.59	22.06	26.47	-/97pts	22.11	37.08							
*C.Cowen	30.52	25.02	31.55	23.29/183pts	25.39								
J.Clinch				-/20pts				23.46					
*D.Davis			26.42										
R.Davies			23.16	18.59/160pts	19.32	32.43	23.49						
S.Daw	23.22	19.21	23.39	19.13/288pts	19.20		23.49						
D.Day			23.37	19.04/171pts	19.32		25.28						
J.Downs		25.39		23.38/20pts		40.45							
A.Dyson	28.51		29.39	-/224pts	23.47	38.39	30.38						
A.Flinn							30.03	24.11					
*D.Fuller						32.48		18.51					
*M.Eastwood			28.04										
*A.Elderfield						35.59	27.33	20.34					
*M.Gale			27.05										
*D.Gibson			29.13										
*D.Giffin			24.02										
*N.Grainge													
*C.Hall				26.44	27.23			26.22					
*P.Hall													
R.Harman								20.25					
C.Harris			31.21	-/10pts									
C.Hill	26.49	21.38	27.12	21.19/379pts		36.32	26.54	21.11					
*S.Hodson			25.16										
A.Hoppit	27.56	23.24	29.01	-/237pts	23.13	40.05							
G.Hoppit	26.09	20.59	26.13	20.30/267pts	20.31	34.05		20.39					

P.Tatam				-/10pts								
M.Trayner				-/25pts								
*N.Webber				20.01								
J.Weatherley		D.N.F. Punct'	26.46	21.06/438pts	21.19	35.52	26.05	20.43				
*D.West	24.15		24.00	19.21/78pts	19.45	33.10		19.45				
*J.Wharton												
*C.White				26.42	DNF			26.27				
*M.Wilson			25.23									
*C.Woodley												
S.Wright				-/66pts	18.43		22.39					
*D.Young			26.54									
TPillet/VMarsh				(2-up =	22.44)							
*Name = Guest or 2 nd claim member. Highlighted box = Fastest time of the day. 22.34/66pts = Time/ Cumulative points to date.												

Our own Club 10 mile TT championship

was held recently in damp and windy conditions, (no change there then!) on the Lavenham 10 course. Super Vet, Simon Wright duly claimed first place with a 22min 39sec ride but was closely followed by Mat Shotbolt who was only 17secs behind. It was another PB for Mat and he has really hit top form in the second half of the season with a string of fastest times of the day in the Evening Series. Third was James Rush, who had to borrow Rob Davies' spare wheel as he punctured just before the start but managed a decent 23.16sec and PB. Rob and Simon Daw tied for 4th Place with 23.49sec each. (That'll teach Rob for being so generous with his wheels!). With the ever improving Nick Baker taking 6th place, 7th went to Damon Day who also suffered 'mechanical' problems and had to use his training bike on the night. In the handicap category, 1st place went to Darren Rule with a good 27.58sec ride which

gave him an adjusted time of 16.26. Jonathan Weatherley followed closely behind for 2nd place with 26.05 (16.30) and Nick Baker followed even closer for 3rd with an adjusted time of 16.31 for his 24.00sec ride. Just one second separated them!

The Vets top spot went inevitably to Simon Wright with our other Super Vet, Simon Daw, claiming 2nd place. Nick Baker completed a successful evening with another 3rd placing.

Barbara Law was again Ladies champion with a good 31.13sec ride.

One of the most startling rides of the evening came from new junior member Alex Flinn, who on his first ever TT, produced a 30.03sec ride, which you may think is 'ok' for a first ride, but on a full suspension mountain bike, it's more than ok!!

Can't wait to see what he does on a proper racing bike. Well done Alex.

C.C.S. Riders - Open T.T. Results - 2011/June

Date	Event	Course	Name	Dist	Time	Notes
June 4th	ECCA - Newmarket	E2/10	R.Davies	10	21.37	17th
June 4th	ECCA - Newmarket	E2/10	D.Day	10	21.43	19th PB
June 4th	ECCA - Newmarket	E2/10	J.Rush	10	22.37	41st
June 4th	ECCA - Newmarket	E2/10	S.Kirk	10	22.57	45th
June 4th	ECCA - Newmarket	E2/10	B. Law	10	31.09	112th
June 4th	ECCA - Newmarket	E2/10	B.Bush	10	32.56	113rd
June 5th	ECCA - Newmarket	E2/25	J.Rush	25	57.47	21st
June 5th	ECCA - Newmarket	E2/25	B.Law	25	01.21.01	57th
June 11th	VTTA - Newmarket	E2/25	R.Davies	25	55.29	28th
June 12th	Unity CC - Maldon	E9/25	S.Daw	25	01.00.41	12th
June 12th	Unity CC - Maldon	E9/25	B.Bush	25	01.32.40	61st
June 16th	EACC - Besthorpe	B10/3	R.Davies	10	21.55	9th
June 16th	EACC - Besthorpe	B10/3	D.Day	10	22.15	16th
June 18th	Plomesgate CC - Tunstall	B25/2R	D.Day	25	01.01.26	7th
June 18th	Plomesgate CC - Tunstall	B25/2R	J.Rush	25	01.01.42	9th

June 18th	Plomesgate CC - Tunstall	B25/2R	S.Daw	25	01.02.22	10th
June 18th	Plomesgate CC - Tunstall	B25/2R	S.Kirk	25	01.13.33	26th
June 18th	Plomesgate CC - Tunstall	B25/2R	B.Lee	25	D.N.F.	
June 18th	Janus RC - Knutsford	J2/9	B.Bush	25	01.32.40	90th
June 19th	Ely & District CC -	B10/1R	B.Law	10	33.56	44th
June 25th	Prescott Eagle CC - Knutsford	D10/1	B.Bush	10	33.11	-
June 26th	Chelmer CC SPOCO - Chelmsford	E9/25	J.Rush	25	DNF	Puncture
June 26th	Chelmer CC SPOCO - Chelmsford	E9/25	J.Weatherley	25	01.09.22	33rd PB
June 26th	Chelmer CC SPOCO - Chelmsford	E9/25	B.Law	25	01.21.47	47th
June 26th	Godric CC - Attleborough	B50/18	R.Davies	50	01.56.17	12th PB
June 26th	ECCA - Newmarket	E2/100C	S.Kirk	100	04.28.55	43rd
June 29th	CC Breckland - Besthorpe	B10/3	R.Davies	10	21.55	9th
June 29th	CC Breckland - Besthorpe	B10/3	D.Day	10	22.15	16th
	Fastest time to date =		* Club Record		PB - Personal Best	

And finally..... if you want to attend the following, then get your orders in, as it's always a nice relaxing evening out without having to ride a bike anywhere at a stupid rate of knots!.....

C.C.S. End of Evening Time Trials Season Dinner Menu.

Venue; The Cock Pub @ Lavenham.

Date; Thursday 1st September 2011 @ 7-00 pm.

Price for 2 courses = £13-50.

Price for 3 courses = £17-50.

Drinks from the Bar to be paid for separately.

Name				

Starters

Homemade Soup (V) with fresh bread and butter

Prawn Platter. With Marie Rose sauce, bread, butter & salad garnish.

Mozarella, Tomato & Basil Salad (V) on crisp mixed lettuce

Main Courses

Roast Beef with new and roast potatoes, Yorkshire pudding & fresh vegetables

Lentil Roast (V) with new and roast potatoes, Yorkshire pudding & fresh vegetables

Ham Ploughmans salad with crusty bread and butter.

Mixed cheeses salad (V) with crusty bread and butter.

Homemade steak and mushroom pie with mashed potatoes and vegetables

Beef Lasagne with garlic bread and salad.

Mediterranean vegetable Lasagne (V) with garlic bread and salad.

Desserts.

Hot apple pie and custard

Chocolate fudge cake and cream

Cheesecake and cream.

Tea or coffee is included in price.

Please indicate your selection on the menu and return to David Fenn by Thursday 25th August 2009 (last evening time trial) complete with full payment.

Contact details; Tel 01787 374284 or e-mail; dr.fenn@tiscali.co.uk

PS. Is anyone else out there suffering from Tour de France withdrawal symptoms? I've been glued to the tele every day, watching the story unfold like a bestselling thriller. And love or hate him, is Mark Cavendish the fastest/best thing on two wheels or what. Just brilliant and a Green Jersey at the end of it all. 'Thank you god!' Pity about the winey, miserable, squeaky voiced Aussie winner though! I'm looking forward to reading CCS's reporter in the Alpes, Viv Marsh's account of Alpe d'Huez. Was it really as bonkers as it looked on the tele?