



Spindle – December 2011

Cycleclubsudbury



Well that's winter over with thank goodness! Apparently spring has arrived and we can get in some much needed miles. Well, maybe not, but this unseasonal weather is very confusing. My

flowering spring bulbs are certainly very confused! By the time this edition hits the screens, I'm sure we will be back to normal and multi layers of cycling kit will be the order of the day. (Or maybe not) Your hardworking committee has been very busy behind the bike sheds, producing new handbooks, audax routes, TT timetables, etc, to ensure everything is in place for next season's events. Hopefully, there will be some new members on board to share out the load after the recent AGM. But more of that later.

The highlight of my meagre month has been a trip to Cambridge with other fellow CCS 'Olde Fartes Clubbe' members'.

We didn't actually ride to Cambridge, but were teleported to the outskirts by cars. A quick dash through the town centre (sightseeing apparently!) was more than an old country boy bargained for as my head swiveled in every direction trying to avoid becoming another cycling accident statistic. Safely emerging from the other side, we rode a very flat (what joy) route to St.Ives for tea and buns by the river.

The reason for the days venue was to check out the new 'tracked bus' route back to Cambridge which also boasted a cycle route alongside.

All brand new and at 16 miles long at present, its very bike and pedestrian friendly.

Although It was a bit disconcerting to have a double decker bus going passed at 60mph, while the 'driver' adopts a hands off attitude with the steering wheel.

I'm not quite convinced of the concept of these 'tracked' buses but with 4-5 Park & Ride bus stop 'station' areas along the way I'm sure it has a future. But the smooth tarmac cycle lane certainly has though, as a safe hill and traffic free bike facility for young children to explore. Brilliant!



Wanted...

For a friend getting into recreational cycling: bike for day rides e.g. audax / light touring, medium size: 54-56cm or around 22 inch, with braze-ons/bosses etc for all-weather riding. Contact..John Oakshott, 01787 313269

New members.....

Tim Root, Gosfield
Leon West, Acton
Ed Nevard, Kelvedon. Ed is a well known local audax rider and arranger and has brought with him (when he joined) 3 established audax rides from Woodham Walter, 100k, 150k & 200k. They will take place on April 29 in 2012, and will in future be run in the name of CCS - even more reason to enter and ride them!

Third Party Insurance. *From Robin Weaver*

As you will have noticed (maybe, maybe not) when completing your membership application form, CCS recommend that members also become members of British Cycling or the CTC, so that they have 3rd party insurance cover.

CCS is affiliated to British Cycling, and this gives the Club 3rd party cover, but not individual members. To get personal 3rd party cover, members need to join as individuals. Members of affiliated clubs are able to do this and get a *discount of £13.50 off their first year's membership* (not if you've previously been a member). If you follow this course of action via the British Cycling website, they have a useful 'Compare memberships' section; see www.britishcycling.org.uk.

The cheapest membership, Bronze Race level at £13.50, gives some benefits (including a provisional race licence!), but not personal 3rd party cover; *after the discount is applied, this is free for the first year.* Silver and Gold Race levels, for our more competitive riders, do provide personal 3rd party cover.

Their Ride membership, for non-racers, is £24 before the discount is applied, and does give personal 3rd party cover, as well as other benefits. CTC membership is £39, gives personal 3rd party cover, a regular magazine, and other benefits, and gives you a voice in CTC campaigns on cycling-related issues both nationally and locally. See www.ctc.org.uk

Diary Dates:-

Subs Night: 7.30 12th January, Stevenson Centre, off Broom St, Gt. Cornard; Pay your subs for 2012, tea and chat.

Annual Dinner and Awards Presentation:

21st January, Bull Hotel, Long Melford; further details next month.

Reliability Ride: 29th January, Stevenson Centre, off Broom St, Gt Cornard; further details next month.

Norfolk Nips 2 Saturday 10th December: 100k Audax ride: Hellesdon, Norwich

Norfolk Nips 3 Saturday 21st January: 100k Audax ride. Hellesdon, Norwich.

Heavy demand for places - book early via AudaxUK website.

Quiz night: Thursday 8th December

7.30pm, Stevenson Centre, off Broom Street, Great Cornard; taxing questions, good company, free refreshments – what more could you ask!

Boxing Day Ride

Not as you might think on Boxing Day, but the day after, on Tuesday 27th December.

Meeting at the Cock Inn car park, Lavenham, at 11am for a Distance Judging ride - about an hour - followed by a visit to The Cock for a.....

‘Braking’ News!

I’ve just heard that Mat Shotbolt had a ‘coming together’ with a ‘lady’ driver who pulled out in front of him while he was blissfully riding home after a day’s work. Having seen his bike, I don’t think the frame or front wheel will be seeing any further action as they’re both write offs. The usual old ‘chestnut’ came out from the errant driver “ohh, sorry, I didn’t see you”.

He’s been recuperating at home nursing some nasty cuts and bruises after a trip to the hospital. Hope he gets well soon.

AGM News

A lively evening in which the highlight was tea & biscuits at the end...noooo, only joking; the committee said goodbye and thank you’s to Andrew Hoppit and Brian Webber and welcomed in Bob Bush, Simon Barnes, Ed Nevard & Jonathan Weatherley. A full appreciation of Brian’s ‘87 years’ service to the club will follow shortly.....

Orange Norfolk by Robin Weaver

The roads of Norfolk were awash with orange on Saturday 12 November, as a record thirteen CCS members (plus two friends) took part in the first of this winter’s Norfolk Nips 100k audax series. They were part of a massive entry of 150 riders, far exceeding organiser Keith Harrison’s expectations – extra food supplies were rushed in.

The ride started from Hellesdon, on the northern edge of Norwich, took a rural lanes route to Weybourne, on the north Norfolk coast, then the

coast road through Sheringham (bacon roll and chips stop) and Cromer to Happisborough (banana and mince pie stop), before turning back through more lanes to Norwich. The weather was a definite improvement on last year – this year it was un-misty enough to see the sea.

This massive turnout of club riders would have been preserved digitally for posterity, had we had the collective forethought to do that before the ride started. Owing to the variety of riding speeds and food and bladder capacity, we returned to Norwich in three distinct groups. I was in the slowest, and the fastest CCS riders had already downed their excellent vegetable soup and headed for home by the time we got back.

If you fancy riding Norfolk Nips 2 or 3, a very early entry is recommended, via the AudaxUK website, as demand is obviously growing for this type of event.



‘MY FIRST SEASON OF OPEN TIME TRIALS’

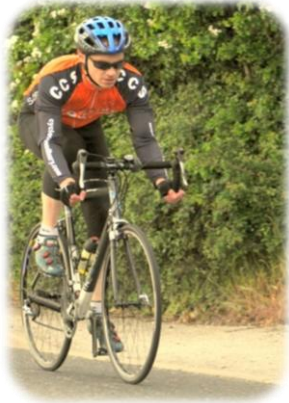
by Jonathan Weatherley

I joined CCS last season (2010)

and rode a few club evening Time Trials recording a Personal Best (P.B.) of 27:03 on the Lavenham ‘10’ course. Despite my slow pace, I really enjoyed those events and so this season I decided to ride even more of them and also give Open events ago. However, I didn’t know how to go about entering such events. So I was grateful to Simon Daw for explaining the process to me and for encouraging me to enter events throughout the year. For those of you who don’t know, here’s what you need to do to enter an Open event. First, buy a copy of the Road Time Trials Council/ Cycling Time Trials (RTTC/CTT) handbook to see what’s on and when (available from Time Trial secretary Stewart Kirk: skirk@virgin.net). Many riders look to enter events taking place on dual carriageway courses as their relatively flat nature and the draft offered by the constant flow of fast moving traffic combine to offer the potential to record faster times. However, thus far I’ve found that prospect a bit scary, so took part in events on single carriageway courses (though it must be said these can get busy with traffic too). Most courses (but not all as I rode a couple of flat courses at the end of the year) were ‘Sporting’ in nature (that’s to say undulating) and provided engaging and involving rides. Once you’ve selected an event you’ll need to complete an RTTC/CTT entry form and sent this along with a cheque for the entry fee to the organiser 10 to 13 days before the event is due to start. To begin with, I wasn’t very good at doing this. So I am grateful to Terry Law for helping me rectify this! Whenever I saw him at an evening Time Trial he’d ask what Open Time Trials I’d entered and whether I’d got my entry in yet. His constant prompting was very useful in helping me get my act together. Having entered an event, you then receive documentation

from the organiser, including your designated start time and number. Upon arrival at an event you must sign-on at the Headquarters (usually a Village Hall) and collect your race number. Afterwards, race numbers are returned and tea and homemade cakes consumed. One can normally have a chat with other riders to see how they got on and maybe ask for advice - most I found willing to spare time and help. I was quite heartened by this, as I thought possibly some of the more proficient riders might not be willing to spare their time, or share their expertise with a beginner like me. The village hall is also the place where provisional results are displayed. Normally, these are written by hand on a large board alongside the rider's names. This board becomes the focus of attention as riders gather round to see how they got on.

And so to the Time Trials themselves. I was slightly concerned (though not entirely surprised) when I arrived at my first Open event on the E91/10 in April on my road bike (at that time without aero-bars) to see what seemed like pretty much everybody



on specialist Time Trial bikes, with disc wheels, wearing skin suits and aero helmets. I felt a little out of place. In the race, I managed to beat my PB by just 5 seconds in a time of 26:58, finishing 40th out of 56. Whilst not an amazing time, the result didn't seem as bad as I thought it might have been prior to the start when I saw everybody else on their special bikes etc. At least I didn't finish last!

My first '25' on the E9/25 was a less successful event. I was anxious beforehand about whether I could complete this distance when riding at the levels of effort necessary for a Time Trial. With this in mind, I set off in a relatively conservative manner as I was unsure about how to pace my effort over this new distance, and picked up my effort as the race progressed. I recorded a time of 01:09:22 and finished 33rd out of 49. This wasn't a very good time or result, but I did take some satisfaction from riding the event as I'd proved to myself that I could ride this distance in a Time Trial. I'd also provided a benchmark to try and improve upon for the rest of the season and gained experience that I could utilise in future events.

I'm pleased to say that my performance improved over the season in 25's. By the end of the year I set a new PB of 01:04:18 on the E1/25B, winning the event on handicap. Shouldn't get too carried away though, as Alex Dowsett (Team Sky) set a course record time of 0:49:40 earlier in the year. So in the time it took me to ride the course he could have done the same and packed his bike away, got changed, handed in his race number, had a cup of tea,

collected his prize money and quite probably been on his way home!

I generally, seemed to ride better in 10's than 25's. My most surprising ride came in a 10 on the E91/10B at the end of August. My PB at that time was 26:00, so I was hoping to get into the 25minute bracket in this event. I was perplexed when only after 24mins I could see people in the distance standing at the side of the road. 'That can't be the time keepers at the finish surely?' I thought. As I got a bit closer I could see that was indeed the case. I recorded a new PB of 24:33, beating my previous best by 1minute 27seconds. I really couldn't believe it when I looked at my stopwatch as I was warming down. I thought possibly there was something wrong with my stopwatch. So I contained my excitement until I returned to race Head Quarters. When I got there, I saw my time in black and white on the results board- I really had set that time. It's not such a quick time, given that I was still 3 minutes off the overall winner (Jim Moffatt 21:39), but I did still feel a sense of achievement at having made such an improvement over my PB on a Sporting course like this. The extent of my improvement also meant that I won the event on handicap (for which I will receive a plaque). This gave me a real boost to my confidence. This highlights one of the good things about Time Trials. Whilst there are prizes for overall ('Scratch') victory, unlike many other sports, it's not all about coming first overall (thankfully for me!). One can get a lot of satisfaction from trying to beat a previous best (regardless of the equipment one is riding on) be that for a given course or distance. Achieving this can seem like a victory. Within each event there are also different competitions- fastest on handicap, fastest lady, junior, veteran, age group etc. Again, one might not win overall, but winning one of these categories can feel very rewarding and provides added interest for riders of more modest ability (like myself) who are some way off the times set by the fastest riders. My most satisfying ride also came in a 10, on the B10/44 at the end of the season. I used the experience I gained two weeks previous on the similar B10/43 course - my first ride on such a flat course. I rode this event a bit harder from the start- pushing my HR a few beats higher than before. This seemed to work as I set my fastest time ever for a '10' of 23:51 and moved up the leader board, finishing 17th out of 61. It must be said that the conditions were quite favourable that day- being relatively still and dry. Don't think I could set such a time on an exposed open course like that if it was very windy (as it seemed to be the case for much of the summer!)

I enjoyed taking part in Open Time Trials this year. I'm grateful to my club-mates for their help in getting me started and for their encouragement. Open Time Trials provided new challenges- of seeing if I could push myself to go quicker over new courses and distances. I was pleased to see an improvement in my times over the course of the season, bettering

my PB for a '10' by about 3minutes and by 5minutes for a '25'. This improvement came from training more, getting more comfortable & aerodynamic on the bike, from tips gained from other riders and from experience & confidence gained from riding more events. I also enjoyed the opportunity taking part in Open events provided to compete against and talk with different people from other clubs (as well as my own club-mates). When the season was over, although a bit tired, I did miss the excitement of Time Trials at the weekends. I'm now starting to look forward to next season and hoping that I can go faster and take part in more events. It would be good to see a few more of you out there next season. Perhaps reading this article might encourage you to give Open Time Trials a go?

2011 Open Time Trial Season Review

We have seen another successful season on the Opens this year by CCS riders, which saw our highest



number of individual rides, 169, compared to 144 last season. They were ridden by 16 different members and this total would have been higher, if Terry Law hadn't have had his early season mishap!

Even more top 6 placings were achieved this season, although we still wait for an outright winner from the club. These were achieved over a season which was continually blighted by strong winds most weekends.

Simon Daw came closest with a 2nd place, late in the season on an ECCA event at Chelmsford. This followed a string of top 6 places, 10 in all, with P.B.'s - modern day – (*his words, not mine*) for 10 (21.43) and 25 miles (56.32) in his 24 rides. Together with his grass track activities, it turned out to be another successful season for Simon.

Rob Davies again claimed the fastest 25 & 50 mile times to retain the club trophies for these distances. He only rode 13 events but was

canny enough to pick good days (weather wise) for his efforts and reaped the rewards. His 4 25mile efforts were never above the 56's with a best of 54.09.

His 10 time of 21.11 was the quickest of the CCS riders this year. His 50 time was also a P.B.



Damon Day continued his upward curve on improving his times this season. A string of P.B.'s along the way from the 23 rides, culminated with a very quick 25 time of 56.26, and a mighty 10 time of 21.37 which wasn't far off Rob's best. A good season's effort!

James Rush had a mixed season in which he had an uncanny knack (compared to Rob) of picking the worst weather days. If he found a good day, he would then puncture! His best 25 time of 55.48 was on a rare favourable riding

day on the E2. But 56's & 57's were the norm from 29 rides.



Stewart Kirk took a slightly different route in the Opens this year, by completing an 8 round Rudy Project Series which involved riding mainly sporting courses around England. He continued this theme by also competing in

local (East Anglia) SPOCO (Sporting Courses) events. He is our only current member who has ventured into the 100mile TT territory recently and rode a decent 4hrs 28min 55sec this year. During his 21 rides, a rare foray onto the fast E2 course saw him post a very quick 22.57. But I'm constantly amazed that he hasn't ducked under the hour yet for a 25. Maybe next year!

Jonathan Weatherley rode 11 events in his first full season. Of these, he posted nine P.B.'s throughout the year and finished off with a 1.04.18 for a 25 (including 1st prize in the handicap category) and a 23.51 for a 10. He also picked up another 1st, 'in handicap', during the season. All in all, remarkable start to an Open TT debut season, from a very determined rider who will undoubtedly go under the hour next year.



Barbara Law had a busy and interesting season with 20 starts during the year. Her well talked about/publicised incident on the E2 with a 'confused elderly driver' did not deter her resolution to carry on. All the more remarkable was that her 'comeback' 10 ride, after her 4 week layoff, was also her fastest of the year at 30.13. She also ventured into new territory by riding her first 50 and returned a very creditable 2.34.21. And to top the season off, she brought home a bronze medal in the World Duathlon (age related) championships held in northern Spain. A just reward for a testing season.



Barry Lee rode 5 Opens during the season and posted a very decent 25 time of 1.08.49 and a 27.44 for a 10, both on the E2 course.



Len Finch finally got back onto his bike in early August

and posted consistent times for the four 10's he entered. His best of 28.47 on the E2 showed he can still mix it with the best of the Super Vets. (He has since told me he is now hanging



up his wheels and this will be his last season!) More on this next issue.

Bob Bush also had a busy season with 10 events. He ventured 'up north' a few times to good effect, with a commendable 1.28.23 in the Wigan Wheelers 25 being his seasons best. A 1st in class (age related) on the E1, was followed up by a very good best 10 time for the year of 30.41 on the E2 course at the end of September.



Other CCS riders who took part in an Open included, Mat Shotbolt, who rode a P.B. of 21.57 (and 4th place) on his only ride, George Hoppit, who also rode a 2-Up with Simon Daw and would probably admit he found it different!, Simon Wright, Darren Rule, Graham Hart and Matt Traynar.

So another season is over and done with. Lots of overall P.B.'s and course P.B.'s for our riders. No new club records, but I'm ever hopeful.

CCS Riders Open Time Trial Stats.....

Name	Rides
Bob Bush	12
Rob Davies	13
Damon Day	23
Simon Daw	24
Len Finch	4
Stewart Hart	1
George Hoppit	2
Stewart Kirk	21
Barbara Law	20
Barry Lee	5
Darren Rule	1
James Rush	29
Mat Shotbolt	1
Matt Traynar	1
Jonathan Weatherley	11
Simon Wright	1
Total	169

My First SR Series

Or how I became a Super Randonneur by accident. *By Steve Barnes*

To achieve anything we are encouraged to plan carefully and focus on our goals. That's not how it happened for me. My goal for this year, such as it was, was to ride a 300 and complete a Randonneur 1000 that I didn't get last year, when I missed out on the Mildenhall Rally 300 because of a dodgy knee

I started riding audaxes earlier this year, it's normally March or April before I venture too far but I did a couple of the Norfolk Nips including the Old Squit 200 by February.

There then followed another couple of 200's in March and early April and things were going along nicely. Suitably inspired and encouraged by our Chairman I entered the Cambridge 300 at the end of April. This was a new event and sounded rather good, taking us to exotic sounding locations like Northamptonshire and Leicestershire. We were not disappointed, it was a brilliant route taking us first South into Hertfordshire before turning NW and going up to Market Harborough and on to the Windmill cafe in Wymondham (thankfully not the one in Norfolk!). There were some great lanes with gently rolling hills and its always enjoyable riding on new routes as good as these. We returned via the Fens and a stiff cross wind was rather tedious until we turned for home when it became

a tailwind for the last couple of hours. Bearing in mind the ride was 50% longer than anything I had done before I felt surprisingly good, the tailwind at the end definitely helped. No problems apart from my cheapo battery headlight giving up after about 30 seconds and having to sit on Dave's tail for the last hour. Having enjoyed the 300 so much, a 400 was the next logical step. Only one problem, being a PBP year all the longer rides were pretty much full by now. I knew Dave was doing Herman's 400 from Dedham so enquired as to my chances of getting a ride. The event was full but I was encouraged to enter as there are always a lot of cancellations in the last week or two. So it proved and 2 weeks after the 300 I was off on a 400 and the new experience of riding through the night. The route meanders through Suffolk to Halesworth and Beccles before taking the Reedham ferry and then across Norfolk to the



coast at Wells next the Sea. We reached Wells around 8.50pm just before the fish and chip shop closed, the only source of food at that time of night. They wouldn't let us sit inside to eat as they were clearing up so we had to sit on the wall outside. It was getting dark and it was getting colder, I was

tired and getting grumpier and questioning if this was the best way to spend a Saturday evening. The chips were crap as well! Heading back it's a long haul down the A1065 through Swaffham and Brandon before reaching the Red Lodge truck stop 24hrs cafe and beans on toast at about 1am. Going through Newmarket with the night clubs kicking out was quite interesting and then on to Saffron Walden and Dave's well documented infamous meeting with one of our nocturnal neighbours. Waves of tiredness were now beginning to wash over me and coming into Sible Hedingham I realised I couldn't remember the previous 10 miles, it was all a bit of a blur. Luckily, a petrol station in Hedingham was open and had a coffee machine which did the trick and got me back to Dedham in reasonable shape.

I enjoyed the 300, I endured the 400. Having got this far I had to have a go at a 600. Dave and Viv had already entered the Seething 600 but again it was oversubscribed. I contacted Keith the organiser who informed me had two on the

reserve list but thought I stood a good chance of getting in. I sent off my entry and a couple of days later had an email to say I was in! Being a 6am start the sensible option was to camp the night before so arrived in good time on Friday evening to take advantage of the pasta supper Keith had laid on for us at the village hall which was to be our base for the weekend. Got to bed nice and early, even refusing the offer of a cold beer from Dave. There had been quite a bit of talk over supper regarding the weather for the next couple of days. I had checked the BBC website before leaving home which suggested it was all going to be rather benign, but according to who I spoke to it was either going to be wet or very wet. Working outside for a living as I do, I have become obsessed with the weather, particularly rain. It has become my enemy. At worst it can make things darned near impossible; at best it is merely unpleasant.

Imagine therefore, my mood on waking at 5am to the sound of rain on the tent. My heart sank, 600km and its going to be wet! In actual fact it was not that bad, the rain had eased a bit before we set off and had stopped by the time we reached the first control after a couple of hours. The ride consisted of 3 loops from our base; the first was 300km into Suffolk. It was a great route coming first down to Crowfield before zigzagging across to Dunwich and then back to



Thornham and on to Red Lodge (again) up to Swaffham and then back via Norwich to Seething and re-fuelling. So far so good, personally at least. Dave was suffering with the hand he injured in the badger incident and wisely decided to call it a day. The next loop was a 100km out and back to Garboldisham. We set off about 10pm hoping to be back around 2am. Tiredness kicked in and it was a struggle even though conditions were pretty good, eventually got back around 3am, more food and then crashed out about 3.30am listening to the dawn chorus. It's a long time since I have gone to bed with the sun coming up!

Up 3 ½ hrs later and feeling pretty good, helped by an already warm sun and clear blue sky. Just 200km to go and Viv and I are off due west to Castle Acre. Cloud starts to build during the morning and a slight headwind hampers our

progress, but we make good time and arrive in Wells at lunch time. No fish and chips this time. A gentle drizzle greeted us as we left the cafe and set off inland towards Binham and then Aylsham. You think of Norfolk as being pretty flat but Keith had lain on some hills especially for the occasion. To be honest I don't remember much of the route back, it was a question of head down and let's get back asap The rain increased and together with a headwind it became quite unpleasant and I do remember Viv saying he didn't think it could get any worse. Then it did. The heavens opened as we approached Reedham Ferry just to make sure we were properly wet. Thankfully the rain eased and the last few kms back to Seething rolled by. The last three hours had not been very nice but didn't spoil a great weekends riding, I think I finished with a great big grin on my face. Keith deserved all the praise he received for organising a superb event, the hospitality available at all hours of the day was just amazing and makes a huge difference. So that was that, my first SR series in the bag. Thanks to Dave and Viv for their company and encouragement, now I suppose I will have to do it all again next year.



All the stats for Steve's epic 600km ride

Eastern Region & CCS Hillclimb Championship

Our recent club hill climb went off without a hitch (ok, maybe forgetting the numbers, was just a little one) and much praise was heaped on organiser Andrew Hoppit's very tall shoulders for a superbly run event.

The weather was kind; the wind changed direction and blew the riders up the hill for a change and created a new course record. It's probably the biggest crowd of spectators ever seen on the hill and the HQ hut was bursting at the seams after the event. All of the 28 entries were present, which in itself is also a record and despite the modest field, a lot of fast times were recorded.



Fastest time of the day went to Tom Stephenson (Colchester Rovers) with 43.4secs, some 1.3secs quicker than the previous course record. Will Bamber, (Cult Racing) came 2nd in 45.2secs, followed in 3rd place by Paul Moss (last year's winner from Stowmarket & D.C.C.) with a 46.0secs ride.

Ipswich B.C. won the team prize with one of their riders, Patrick Cook, also scooping the fastest junior laurels with a rapid 48.9secs ride. Fastest lady on the day honours went to Sandra MacKay (XRT Elmy Cycles) with 1min 00.6sec ride.

The day also decided who would be the CCS Hillclimb champion. A very edgy and very soon father to be, James Rush took the title with a PB of 52.0secs. Mother Marie and baby Reuben kindly waited for further 24hrs before arriving the next day in a P.B. of just over 2hrs! Well done. Rob Harman, Jonathan Weatherley and Darren Rule remarkably all climbed the hill within 1.8secs of each other in 55.0secs, 55.7secs and 56.8secs respectively. A great effort by them all. Our junior 'veteran of the hill' George Hoppit claimed the Junior title again with a super 1min 02.5sec ride which beat his previous best by nearly 5 ½secs!

The considerable amount of effort that went into getting the road closed was definitely a winner on the day despite one little 'ol lady 4x4 driver who thought it only applied to horse boxes as she gaily ploughed on through the riders and spectators!

It was good to see a very large CCS contingent on the hill and it contributed to a very enjoyable event.

The last image of the year is of someone who wasn't content to just take a Thermos flask with him on his bike for a nice cuppa during the ride, but a full size tea urn... Eccentric? You decide...



Happy Xmas to all Spindle readers, all 6 of you!

