



The Spindle FEBRUARY 2018 ***cycleclubsudbury.com***

We've had a real mixed bag of weather lately with all the extremes being covered. One day it's almost Spring-like with the next the exact opposite. But it's not stopping our Sunday Club riders (20+ some weeks) who are out in force, usually in two groups; fast and less fast! A brilliant effort by all those involved.

An excellent showing also from some of our members (40) on last Sunday's Reliability Ride including some first timers who I hope enjoyed themselves (despite the tough wind back)

Organiser David Fenn has a few words of thanks to the small army of helpers that ensured the day went well...



I just want to thank you all for your invaluable assistance on Sunday. Your help is what makes for a successful event promotion whether you were helping in the car park, signing on or in the Kitchen making cups of tea and coffee and not forgetting those ladies who kindly baked a cake or two. You all performed at the top of your game, are a credit to the club and made my life a lot easier on the day, thank you. I can confirm the donations for food and drinks amounted to £98.00 which will be donated to East Anglia Children's Hospices along with a top up to £200.00 from the entry fees.

David Fenn

So, back to a more fulsome Spindle this month (stop groaning!) Some great articles from my regular contributors including a truly amazing and nostalgic Rider Profile from a former Superstar Rider. Don't miss it!! Geoff Simms compliments this theme with own take of life on a bike when it was simple although no less gruelling. Some neat pics of our Juniors enjoying themselves + an update of their latest adventures. Timekeeper Brian has also something to say....so you better read and pay attention! Plus lots of other bits and pieces for you all to enjoy.

A piece of worrying information that has come my way concerns all Time Trialers out there. Highways England have put forward a proposal for the banning of cyclists on the A63 near Hull which is a fast 10 mile course used by Time Trialers. (Known as the V718) You may think it's a long way from our region but at least 4 of our club members have used it in years gone by and more to the point, it may start a very worrying precedent. If they are successful with this banning, it will create an easier process (due to the precedent set) to ban other roads (courses) from cycle use. A fuller understanding of this issue is shown further on and also what you can do to oppose such an action should you feel strongly enough about it!!!

Bike Riding at Snetterton Race Track *by Justin Bellward*

For the last few years I've been participating in the East Anglian Children's Hospice (EACH) charity rides at Snetterton racing circuit in Norfolk.



The rides are organised by TJ Motorsport based nearby in Attleborough who hold the charity dear to their heart. Generally there are two rides per year in the evening on a Friday, one in early summer and one in the Autumn, in 2017 there was also an afternoon ride on Sunday November 5th together with a firework display in the evening, this may be a regular event now as it was very popular!

The rides allow full access to the 3 mile track for around 3 hours for both adults and children for a minimum donation of £10 per rider. Riders can venture on and off the track via the pits as much as they like basically until it gets dark. The organisers try to promote safe riding with faster riders circulating on the left hand side and slower riders on the right hand side. And helmets must be worn.



Apart from my first time participating a few years ago when a few of us from the club went along clocking up some 50 miles or so on a glorious late summers evening, ive been taking things a bit more sedately with various members of my family and having a much more gentle evening! A couple of times other CCS members have met us there for the fun which makes the event a lot more sociable!

Riding the track is a great experience, no oncoming traffic for a start! The track surface is billiard table smooth and there are a mixture of sweeping corners and tight hairpins. Snetterton is blessed with being pretty flat but also very exposed, so if it's windy some sections are blindingly fast (if you want them to be) where others are into a headwind making the ride challenging. It's great for children as there are pretty much none of the hazards associated with riding on the road (apart from the odd passing speeding chain gang)!



I've seen all types of bikes on track from TT bikes including an old racing Lotus, a Penny Farthing ridden by Barry Denney (owner of Maglia Rosso), mountain bikes, recumbents, shopping bikes and children's bikes right down to balance bikes.

They really are great events for a great charity, and have a real family friendly atmosphere, one to try for 2018 maybe? I know we'll be there again!

Follow TJ Motorsport on Facebook for upcoming event dates or shared posts on the CCS page.



Cycling Shorts!.....

A money saving Reminder from Leon West

'Can't remember if I mentioned this before as it's worth pointing out in Spindle again! CCS members can sign up for British Cycling Bronze Race licence for 'nowt' online. Simply fill out your details, attach a photo and you get your card, some stickers and most importantly your discounts for a year (best 2 being 10% off Chain Reaction Cycles and Halfords). You don't even have to buy a stamp!!!'

For Sale.....



Avenir Cycle Carrier. Suitable for use on a tow bar.
Will take two bikes.
Only used once.
Bargain price of £25!
Contact James Rush on 07909525057 for details.

Diary Dates *compiled by Robin Weaver*

FEBRUARY 2018 SPINDLE

LOCAL RELIABILITY, SPORTIVE AND CHARITY RIDES

Full details, and entry for most events, on the British Cycling website at <https://www.britishcycling.org.uk/events>

Sunday 4 February; West Suffolk Wheelers, Bury St Edmunds; Suffolk Punch

Sunday 11 February; Stowmarket DCC; Spring reliability ride

Sunday 11 February; Ipswich BC reliability ride

Sunday 18 February; Maglia Rosso, Hawstead; off road endurance

Sunday 25 February; VC Revolution, Orpen; reliability ride

Sunday 4 March; Colchester Rovers reliability ride

SUNDAY 11 MARCH; CCS MAD MARCH HILLY OPEN TIME TRIAL... please note the closing date for entries **is 6pm, Tuesday 27 February**. Entry on line via the Cycling Time Trial website at <https://www.cyclingtimetrials.org.uk/race-details/17351> .

If you're not riding, why not help out; marshals signers-on and tea-makers needed! Or just ride out and cheer on our CCS riders!

MTB RACING

The 2018 Mud Sweat and gears season gets underway on 20 February; round 1 at Hadleigh Park, Essex. Full details at; <https://www.mudsweatgears.co.uk/>

ROAD RACES

Early notice! Entry via the British Cycling website.

Sunday 4 March; Crest CC; Chesterford

Sunday 11 March; Jock Wadley Road Race; Birch

Sunday 18 March; Ipswich BC; Spring Scramble; Gosbeck

CCS 2018 SUBS

Subs will be unchanged from 2017;

£5 Juveniles

£8 Juniors

£18 First claim member

£12 First claim member over 65

£12 Second claim member

£24 Family membership

£4 Associate membership

If you were not able to attend the Subs Night, please pay your subs as soon as possible – membership form downloadable [HERE](#), payment details on the form.

Please note that CCS membership does **not** provide any insurance cover for individual members, who are strongly advised to obtain their own third party insurance cover. Membership of Cycling UK provides cover; affiliated membership is £24 – contact Robin Weaver pamandrobinw@gmail.com for details. Membership of British Cycling also provides cover (except Bronze Race membership).

CCS WEBSITE

Now updated for 2018, including the Events Diary (link at top of homepage).

Warning from Brian the TT Slayer!



The Thursday evening Time Trials are only about 10 weeks away so make sure you all read this article. The club needs another person to train as an assistant time keeper this year. Over 25 years ago we could run the Thursday evening Time trials with one marshal, one time keeper and one person to push off at the start, plus these last two could double up and act as finish time keeper and recorder; however the number of riders have more than trebled over the years, therefore we now require a person to push off, a start time keeper, a finish time keeper & recorder, also now we need two and at times three marshals which means that we now need 6 or 7 people to run the evening Time Trials. As the club has trebled in size this should not be a problem! But last season Robin was struggling to find marshals.

You expect the time keepers to turn up for the 20 Thursday evening time trials without fail, but please bear in mind that they do need holidays and from time to time fall ill, and without a time keeper and marshals an event cannot take place. Also bear in mind that one can break a course record but if there is not a registered time keeper at the finish that time is not recognized.

Please be aware that time keepers are like the batteries in the stop watches - they cannot last forever. You have been warned.

Brian Webber



ADVENTURER cyclist Mark Beaumont is getting back on a different type of saddle by trying to smash a world record on a Penny Farthing. *From Leon West*

Mark, 34, is trying to beat a 127- year record set at the end of the 19th century for going further than anyone else on the ancient contraption in an hour.

Mark with his custom-made bike

The endurance biker hit the headlines by cycling round the world in less than 80 days and once nearly died when the boat he was rowing across the Atlantic capsized.

He's trying to better the record set by Frederick J. Osmond who cycled nearly 24 miles in an hour in 1891.

But he admitted he's been getting baffled looks from bemused locals while he trains in Edinburgh. The married dad-of-two said: "I have been training hard around the parks of Edinburgh and you get some funny looks.

The record he is trying to beat was set 127 years ago

"The hour record is 23 and a half miles which is pretty nuts on a Penny Farthing but I have been quite enjoying not training ultra-endurance – this just me and my mates wanting to do something eccentric and daft."

The cyclist will tell the Edinburgh Mountain Film Festival about his exploits in cycling round the world last year in 78 days, 14 hours and 40 minutes.

But it is the Penny Farthing record which is taking up all his energy at the moment after taking delivery of a custom-made version of the old-fashioned bike on January 2.

He said his mates who welcomed him on Penny Farthings in the centre of Paris at the end of his round the world ride came up with the idea of cracking the 129-year-old record at Herne Hill Velodrome in Surrey in June.



FOOTNOTE

*On a similar vein, Steve Abraham is still plugging away in his quest to break the most miles **cycled in a year** world record. He is due to end his effort in early March of this year but I'm unable to find any details of his current progress. I guess it may be after his previous (aborted) effort when another cyclist started a month after him and had the benefit of matching the miles Steve clocked up. So maybe he's keeping his mileage under wraps! His previous effort was thwarted by an errant and dopey moped rider who knocked him off his bike. Even during this current effort, he was whacked by a car a couple of months back but not seriously enough to halt his progress despite some nasty bruising and cuts!*

I'll keep you informed! Rog

Welcome to the following new members who have joined us recently:-

- *Caroline Wyke from Bures*
- *Richard Beko from Bures*
- *Bruce Casey from Lavenham*
- *Charlie Heeks from Lavenham*
- *Will Ponsford from Gt. Waldingfield*

The Bath & Back..... By Geoff Simms



It is 1958. No longer the schoolboy, I have been at work for six months. Cycling has become an addiction. A new racing season looms, though first come the reliability trials: the club 100 in 7, the West Twickenham 100 in 6 ½ hours, the Border Cycling Association 100 in 7 are the staple of the Weybridge Wheelers. These hundreds were miles, not kilometres; nobody organised anything less than a hundred miles, some were consider-ably longer, one being the notorious Bath & Back – 210 miles from West London to Bath and back in a single day, organised by the Castelnau CC.

“You must do that, Geoff.”



The Monday club night was the source from which one discovered these pleasures, just by word of mouth. Hardly anyone had a telephone at home, so if you wanted information you just rode over to the most likely source. “It’s the Bath and Back on Sunday” came from the lips of a club-mate over the rim of his tea cup. “Meet at *The Ship* [Weybridge], at 4am Sunday.” A chilly March morning saw half a dozen somnolent forms supported by their handlebars preparatory to setting off in the direction of Harrods Sports Ground at Barnes, where a half-crown was exchanged for a card bearing the locations of the checkpoints. We were despatched in the pitch dark, heading across Hammersmith Bridge to join the Great West Road, the A4, to the first check at Maidenhead Thicket in a frosty dawn.

I suppose we were marshalled into individual groups, but it was really a matter of following the lamp in front. There was no other traffic, just this mass of cyclists. The pace was brisk; stragglers straggled. In our customary fashion my club mates and I rode on fixed – 48 x 18 or 48 x 19, mudguards, pump, cape-roll (containing cape, puncture outfit, tyre levers, and a spanner – no quick release hubs on fixed, no spare inner tube either), and across our backs the ubiquitous ‘bonk-bag’. This creation mimicked the cotton *musette*, handed up to stage race riders at feeding stations. Most were fashioned by our mothers from deckchair canvas to carry items of food, drink, spare clothing and maps. A lot of the London clubs displayed their names on them too, which identified their allegiance; the accepted etiquette of the time proscribed the wearing of racing clothing of any

description on training rides or club runs. Sunglasses would have been similarly mocked. Flies in eyes were a hazard of our pastime.

Westwards along the A4 through Reading to Mac's Cafe at Beenham, a greasy spoon open all hours, patronised by lorry drivers. Mac's offered overnight accommodation in ancient rail-way carriages littered around the perimeter of the lorry park, there being no such thing as a sleeper cab in the fifties, also used by cyclists entered for 50 and 100 miles time trials on the Bath Road course on a Sunday morning, who had neglected to book civilised 'digs' in Theale. Here we fell on plates of hot food washed down with a cuppa, not forgetting to have the card punched to authenticate our progress. Onwards through Newbury, and Hungerford to the next check at Marlborough, traffic began to appear, though sparse in numbers. The few lorries were the *Tate&Lyle* tankers bringing raw sugar from Avonmouth Dock to the London refinery at Silvertown, limited to 20mph, much less uphill, where a fit cyclist would often pass a lorry and other times just sit in its slipstream.



The A4 was quite a wide road with space enough for all, except through a couple of villages between Chippenham and Bath in one of which an unfortunate motorist attempted to pass the large bunch of which I was a part. He got about halfway past when he met an oncoming car. All he could do was edge into the bunch (some of whom were quite 'rough diamonds' from the London suburbs) who reacted in fury, hammering on the roof, the windows, and any-where they could lay a hand, while roaring abuse in a quite terrifying demonstration.

In a mood of juvenile fantasy, my mind was forming an image of a grand reception to greet us heroes on arrival in Bath. Oh, what an anticlimax! Just a bloke punching our cards; adding the encouraging words that we had to do it all over again; not even a greasy spoon either! We sat around on the grass munching our 'bonk' food: sandwiches, *Lyons* fruit pie, *Penguin* chocolate biscuits, gulping a couple of mouthfuls of water from a public drinking fountain. Fortunately, the wind was now at our backs and the sun was out. My top garment was a long sleeve Norwegian fisherman's jersey, too big even for the bonk bag. Now in shirt sleeves, my sweater tied by its arms around my waist, I twiddled my way back to the cafe at Marlborough. All this twiddling was making itself felt just where I perched on a Brook's leather saddle. The remedy was to tuck the trailing sweater between Brook's and buttocks.



Leaving Marlborough it struck me how vulnerable I was without any means of support other than what I carried, and what help my club mates, wherever they were, could offer. You were really 'on your own', the organiser made that quite clear. My weekly wage was £4 with deductions; from my mother as well as the tax man. I probably had access to little more than a Pound on the day. Between Chippenham and Newbury contact was lost with the Great Western Railway – the saviour of several who either through mechanical defect,



exhaustion, or injury had to call it a day. Fortunately, our bikes were so basic there was little to actually go wrong, no punctures, as a consequence of the well-surfaced A4. Neither does it have hills of note, apart from the climb out of Marlborough through Savernake Forest. The weather was kind, and everyone was in the same boat.

As it was in the morning, the light was fast changing come the final check at Maidenhead Thicket. Lights on! Rattling *Ever Ready* lamps front and rear powered by weighty U2 batteries, fixed at the front on a steel bracket (designed for mounting wicker shopping baskets) clamped over the 'bars. Remounting in the gathering dusk I heard a voice yelling: "25 miles to go, let's get under the hour!" It was quite apparent once on the road again that he meant it. I hung on until Slough - with its linked traffic lights in series from the Trading Estate right through the town - where I caught a red one. Wearily, alone past London Airport, the Gillette factory on The Great West Road, Chiswick, Hammersmith, over The Thames to The Finish. Only it's not the finish, is it? Still 16 miles home to Byfleet – a touch over 240 miles for the day.

My medal records 16 hours, the maximum time allowed to qualify for an award. I doubt we were even 15 hours on the road. Work in the morning - on yer bike!

Geoff



A nice article by Geoff which I can (due to my age!) relate to. This is especially true with the reference to Ever Ready bike lamps of which I had a set in my youth for my 'racing bike'. They were very bulky (see photo's) with the front lamp being nothing short of useless for lighting the road ahead. In those days, you had to

develop very good spatial awareness for your surroundings and learnt to 'see in the dark' better than an average person. Very odd but very necessary! The only up side to these lamps was that they faded at a slow rate when the battery started to lose its power, unlike the rechargeable ones we use now which just disappear and plunge you straight into darkness. Happy days! Rog



CCS SPOCO 2018 POINTS SERIES

EAST AND SOUTH EAST QUALIFYING EVENTS

DATE	EVENT	COURSE	DISTANCE & GROUP	SPOCO AREA
11th Feb	Ely & District CC	BS19	25 - B	East
3rd March	CC Breckland	B10/19	10 - A	East
4th March	Hainault RC	E14/28	50k - 2	S East
11th March	CC Sudbury	BS24/R	22 - B	East
11th March	Dorking RC	GS/491	29-2	S East
17th March	West Suffolk Wheelers	BS31	21 - B	East
17th March	Southern Counties CU	G10/46	10-1	S East
18th March	Chelmer CC	E99/25	25-2	S East
24th March	Plomesgate CC	B10/9	10 - A	East
25th March	Southern Counties CU	GS/334	21-2	S East
30th March	Crawley Wheelers	GS/196	41 - 3	S East
31st March	Stowmarket & Dist CC	BS33	20 - B	East
31st March	Elite CC	E91/10	10 - 1	S East
2nd April	Bishop's Stortford CC	E15/25	25 - 2	S East
7th April	Kings Lynn CC	B25/33	25 - B	East
8th April	Easterley RC	E1/25D	25 - 2	S East
15th April	Wolsey RC	B25/50	25 - B	East

22nd April	Colchester Rovers	E7/50C	50 - 3	S East
28th April	Kings Lynn CC	B10/37R	10 - A	East
28th April	London Phoenix	F7/10	9.2 - 1	S East
5th May	Plomesgate CC	B25/2R	25 - B	East
6th May	Maldon & District CC	E21/25A	25-2	S East
7th May	VC Baracchi	B10/43	10 - A	East
7th May	Dulwich Paragon	GS/484	18 - 2	S East
19th May	North Norfolk Wheelers	B100/9	100 - B	East
20th May	Great Yarmouth	BS13a	20 - B	East
20th May	Maldon & District CC	E21/50	50 - 3	S East
2nd June	Orwell Velo	BS33	20 - B	East
6th June	CC Breckland	BS37	25 - B	East
10th June	Ely & District CC	B10/1R	10 - A	East
6th June	Essex Roads CC	E18/6B	10.3 - 1	S East
9th June	Maldon & District CC	E21/10	10 - 1	S East
17th June	Chelmer CC	E9/25	25 - 2	S East
24th June	Godric CC	B50/19	50 - B	East
7th July	Norwich ABC	B10/43	10 - A	East
8th July	SPOCO SC	E1/10A	10.2 - 1	S East
1st July	Southend Wheelers	E21/50	50 - 3	S East
22nd July	Diss & District CC	B10/42	10-A	East
22nd July	Colchester Rovers	E22/47	47 - 3	S East
4th Aug	Kings Lynn CC	B25/33	25 - B	East
5th Aug	Essex Roads CC	E22/24	24 - 2	S East
12th Aug	Diss & District CC	B25/17	25 - B	East
19th Aug	VC Baracchi	B50/17	50 - B	East
25th Aug	Victoria CC	E1/10A	10.2 - 1	S East
27th Aug	Essex Roads CC	E11/25	25 - 2	S East
8th Sept	Norwich ABC	B10/43	10- A	East
22nd Sept	DAP CC	B10/43	10 - A	East
23rd Sept	Godric CC	B25/50	25 - B	East
30th Sept	Lee Valley CC	E1/30	30 - 2	S East
6th Oct	Norwich ABC	B10/43	10 - A	East
7th Oct	Norwich ABC	B25/50	25 - B	East
7th Oct	Lee Valley CC	E1/25B	25 - 2	S East

Compiled by David Fenn

Junior Coaching Session at Maglia Rosso 6th January 2018.

On a cold, damp 6th January fourteen members of our youth group braved the conditions to take part in a coaching session on the Maglia Rosso cyclo cross course. We divided the group into two with Chris taking the older group and David the younger group.

The older children in the group decided that we'd ride the whole course as many times as we could. This was mainly to keep warm but also to prepare for racing on this course in the summer. With the



conditions a little slippery and boggy in places this meant that you had to concentrate at all times. We quickly found a new obstacle to tackle; a fallen tree blocking the ditch! Boring or maybe sensible, the older children avoided the 'water splash' and managed 3 laps of the course totalling just over 3 miles which in the wet and muddy conditions felt like a lot more!

The younger group started their session by practicing their downhill, riding out of the saddle technique before venturing onto the main course. The conditions proved quite difficult for young legs but they all managed to complete one lap in

various states of tiredness. After a drink and a short rest we practiced riding some drop-offs and short hills through some trees before moving on to practice riding through the water splash. The water splash proved to be great fun and definitely the highlight of the session as confirmed by the smiley faces.

Chris Sampson and David Fenn

- *Also, let's see if we can get some of our youth members riding the Maglia Rosso summer series. The club will pay the entry fees for First Claim youth members just let Chris or David know if you intend to ride.*



RIDER PROFILE



Name.... Terry Law

1) **Occupation and how many years have you been cycling**

Retired a) 14 in younger years. b) 23 and counting now. (Between my cycling years I spent 30 or so sailing.

2) **What was your first 'proper' bike & how old were you when you had it.**

Hobbs of Barbican, fixed for my 17th birthday.

3) **How many bikes do you have now and list them in order of preference:**

About 6 at the last count. No particular favourite except my general workhorse, a Schils, 10 speed

4) **How many miles do you average a year:**

a) 10,000 b) Not many now!

5) **What was the longest ride you completed and where was it?**

Probably the London to Bath and back reliability ride when I was 17. (210 miles) Not far by today's standards

6) **What was the best ride you completed and why?**

Anglesea to Gt. Yarmouth in my second life which was about 400 miles (not in one day though!)

7) **What was your best Race/Audax/Sportive/TT performance?**

Must be winning the Essex RR championship in 1956 (8 times up Danbury) Hill

8) **What was your most embarrassing moment on a bike?**

Telling Paula, my friend's young wife to ride at her own speed up the climb to a Majorcan monastery! With no cleats or toe straps she rapidly rode away from me. I remember thinking it's time to pack up!

9) **And what was the worst ride you ever had and why**

Two spring to mind. 1) Riding to Southend on my new Hobbs bike then turning to come back and realising what a strong following wind there had been. I finally got home many hours later utterly exhausted.

2) Puncturing at the bottom of a Prime Hill 5 miles from the start in a 125 mile stage of the Tour of Britain and finishing over 40 mins down, blowing any chance I had of a top 10 finish. (No wheel changes then - just change the tub yourself.)

10) **Who were/are your childhood/modern day cycling heroes?**

Fausto Coppi. No one in particular now.

11) **What do hate most about cycling?**

Finishing 2nd in a RR. Not a problem now.

12) **What bike would you most like to own?**

The one's I've got are fine.

13) **What is the best 'bit' of cycle equipment/kit you ever bought?**

I believe the modern speed, distance recorders etc! They are brilliant.

14) **What is your favourite ride**

One where the sun shines and it's not too cold.

15) **What are your cycling strengths and weaknesses?**

Good breakaway rider with reasonable finishing sprint. Hills

16) **What is your best training tip?**

Don't give up'

17) **What was it like competing in the Tour of Britain??**

Like any stage race they were a case of 'race, eat sleep, repeat'. I do feel very privileged to have had the opportunity to compete twice.

18) **I know you had 2 seasons racing in Belgium. How did that come about and how was it?**

Belgium was the place to go to learn about road racing. The plan was to work lots of overtime in the Winter and leave your job and race over there for as long as the money lasted, which is what I did (Getting my old job back when I returned!). I travelled to Gent, which was the defacto centre of Belgian Cycle racing, and stayed at the Cafe Den Engel initially later at the Cafe Londen.

To say that the racing was a culture shock is bit of an understatement, cobbles everywhere, sometimes a cinder cycle track, so black faces in the wet. The Belgian cyclists were brilliant bike handlers. All amateur races every day, were about 70 miles with cash prizes for the first 20 finishers (20th about 100 francs (50p). I lasted about 4 months.

Two years later I had another go, this time near Namur in the French speaking area. I managed to stay with a family which was better. Racing, although still very competitive, was a tad more civilized. I stayed a bit longer than last time and feel I learned a lot in Belgium.





Important Message from CTT (Cycling Time Trials)



Dear rider

Highways England has put forward a proposal for a Traffic Restriction Order (TRO) to ban cyclists from the A63 near Hull. The stretch of the A63 which would be affected includes the entire course used for the ultra-fast 10 course, the V718 and all its derivatives. If the TRO is put in place, it would mean the V718 would cease to exist as a course and no more events could be held on it.

The Statement of Reasons given in support of the proposed TRO is:

Concerns have been raised for the safety of cyclists using the A63 Trunk Road between North Cave Interchange and Daltry Street Interchange. Cyclists are travelling on a carriageway that carries average speeds of 65 mph for traffic, at a rate of over 2500 vehicles per hour. In the last 5 years there have been six accidents involving cyclists, including a fatality in 2013. should we state that the cyclist rode into the back of a stationary caravan - not necessarily stating the obvious? It could be seen as a sensible objection perhaps?

In the interests of road safety, Highways England Company Ltd is proposing to ban cyclists on this stretch of road, including the associated slip roads.

CTT does not accept that on the days and at the times that time trials are held on this stretch of road that the figures quoted by Highways England accurately represent the correct position. CTT does not believe that the V718 course represents a danger to cyclists or that time trials held on this course are not safe. The six accidents referred to are not all accidents in CTT events. That is the total number of accidents involving cyclists over the last six years, which is not statistically significant. That should be compared against a recorded number of 297 accidents over the same period on this stretch of road involving motor vehicles. Accordingly, CTT intends to object to the proposed TRO in the strongest possible terms.

If you wish to object to the proposed TRO, please could you put your objection in **WRITING** (Highways England has not supplied an email address for objections to be sent to, so objections cannot be made by email) and **POST** it to The Office of the Director, Operations Directorate (Yorkshire & North East), Highways England, 3rd Floor South, Lateral, 8 City Walk, Leeds, LS11 9AT. The objection should quote the reference 'The A63 Trunk Road (North Cave Interchange to Daltry Street Interchange) (Prohibition of Cyclists Order)'.

Objections MUST be received to the above address not later than Monday 19 February 2018. Any objection must be based on the proposed ban on cyclists using the A63. An objection based on the fact that it is a fast time trialling course would not have any merit and would very likely be disregarded.

If you do wish to lodge an objection, you may wish to begin this as follows:

I write to object to the above proposed TRO. Please respond confirming you have received this objection and respond to the issues I have raised below. Additionally, please inform me of the outcome of this consultation and of any future amendments to this proposal.

The grounds of my objections are:

Then please give details of your objections. Suggested objections are listed below, although if you wish to object please add whatever objections you have of your own:

- Six accidents involving cyclists in a period of five years is very low. Why is it proposed to impose a total ban on cyclists? As compared to significantly more accidents involving motor vehicles over the same period (nearly 300) why is it considered that a ban on cyclists is proportionate?

- I do not consider that the quoted statistics of six accidents involving cyclists over a five year period are statistically significant. How do the statistics quoted compare against collision statistics for other similar type A roads? Is a similar type proposal (for a TRO) to be made in respect of those other A roads?
- Bicycles pose the lowest risk of all vehicles types on the highway, due to their lower speeds and mass. Please could you explain why such a low figure can be treated by Highways England as justification to ban bicycles on this stretch of road?
- I do not consider that a ban on cyclists on this stretch of road is a proportionate response bearing in mind the statistics quoted. What alternative measures have been considered?

Highways England has an obligation to respond to **ALL** objections received and must respond using the same means by which you contacted them (i.e. by letter). As such, please ensure that when making your objection you give details of your name and address.

Again, objections **must** be received by Highways England by 19 February. If you wish to object and to help to save this course, please could you lodge your objection with Highways England by that date? The more objections received, the more Highways England has to take notice of what is said. As such, please don't rely on others objecting. Every single objection is needed.

Thank you.

CTT Board of directors

Audax Update January 2018. *By David Fenn*

Date	Event	Riders
17 th Dec 2017	Great Bromley 202 km	Raymond Cheung
3 rd Jan	Alfreton-Harworth 100k	Jane Watson
6 th Jan	Bradwell, Nr Hope, Peak District 104k	Jane Watson
7 th Jan	Swaffham 120k	Brian Mann, Mick Bates
13 th Jan	Kelvedon 109k	Jane Watson

<i>Name</i>	<i>Points</i>	<i>Total Distance km</i>	<i>Club Audax Trophy</i>	<i>100 km</i>	<i>200 km</i>	<i>300 km</i>	<i>400 km</i>	<i>600 km</i>	<i>Climbing m/Km</i>
Raymond Cheung	14	1,514	1st	1	7	-	-	-	1.25
Jane Watson	-	883	2 nd	8	-	-	-	-	3.62
Brian Mann	4	532	3 rd	-	2	-	-	-	5.52
Mick Bates	-	487	4th	4	-	-	-	-	3.24
Robin Weaver	-	100	5th	1	-	-	-	-	-

Local upcoming Audaxes.

Saturday 3rd February. Witham, Knights Templar Compasses and Cross 105k

Sunday 18th February. Victoria CC, Braziers Run 104k and 50k.

Saturday 10th March. Churchend Dunmow, The Horsepower 200k and 100k.

Saturday 17th March. The Copdock Circuit 100k.

Friday 30th March. Huntingdon, Double Dutch 200k.

CCS Reliability Ride

As Press Report.....28/1/18

Cycle Club Sudbury's recent Reliability Rides from the Stevenson Centre in Gt. Cornard, were held for once without the usual rain or icy conditions for the riders to contend with.

The sun even made an appearance for the record number of 165 riders who assembled from around East Anglia and the Home Counties including many from our local clubs.

Two courses were on offer, with the longer one at 47miles taking 130 riders on a circular route to the outskirts of Stowmarket and 35 opting for the shorter circular route of 27miles to Bildeston and back.

Within these groups of riders were 40 CCS members and also a pleasingly increase in the number of ladies taking part.

All the entrants had to endure a difficult headwind home which was soon forgotten at the H.Q. once the tea and cakes had hit the spot!

Organiser David Fenn was more than happy to see so many riders take up the opportunity to get their season underway as the event continues to grow into one of the biggest in the region.



Winner again of dirtiest face comp. When I asked Lee how he does it, he replied 'I do a lot of wheel sucking'

