

The Spindle JANUARY 2016 cycleclubsudbury.com

A very happy New Year to you all from the Spindle team, ok, from me and my spell checker! Autumn seems to have morphed straight into Spring and missed out Winter completely which is great news. Although it has been invariably wet out there, there have been some lovely Spring-like days for us to get out and ride our bikes without feeling the icy blasts we usually have to endure. I just hope it lasts until the real Spring arrives, but I'm sure it won't. Starting to write this edition on the day before Christmas Eve, it's a glorious sunny day, 14degs already, I bumped into the 'Wednesday Riders' group at Morrison's, Hadleigh and had a coffee with them before they set off and couldn't imagine a better day for riding.

Now that Christmas has gone, it occurred to me whatever would present buying be like for family and friends if 'the cycling thing' didn't have a strong influence on them/us all. It's always easy to buy lots of 'bikey' things as presents including this year, track pump, work stand, tyres, clothing, bike books, tools etc, as you know that's what they need.

But if we were a normal family, goodness knows how many unwanted jumpers, socks, slippers, dressing gowns would be clogging up their wardrobes! Just a thought and wonder how many of you have experienced the same scenario?

I'm due to spend New Year's Day morning with James on the Breckland 10 TT course, as he is 'keen' to get his season underway, but I think it's just an excuse for him to moderate and keep his eating and drinking excess's in check over Christmas. A good plan I suppose and hope it goes well. Read further on, on the outcome of the venture.

Three important dates to note that are coming up soon are:-

- **Subs night on 7th January**
- **Reliability Ride on 31st January**
- **Club Awards Presentation & Dinner on 6th February (including guest speaker)**
(Details have again been included as I know you all forget!)

This edition also sees a variety of articles and info with the highlight being Nick Webbers account of his ride in the World Amateur Time Trial Championships. Also included are details of the club clothing available to you for the coming season as it's not that far away!

Long Distance riding is a staple diet of some of our club riders so I have included latest details of Steve Abrahams Year Round TT.

He must be a gloriously bonkers individual but also deserves huge respect for such a venture.

Finally, I must thank the individuals (into double figures, which is unheard of!) who took the time to email me and thank me for December's edition of Spindle. It suddenly becomes less of a chore when people respond to my meagre efforts. Thank You.

Rog



Rider of the Year

Hello all.

It's your annual opportunity to put forward the name of the club rider who you think has had an outstanding year as a rider. Think hard; which club member do you know who has ridden great distances, has had an excellent time trial season, is a great all-rounder, or has had good race placings?

The rider who receives the most nominations will be awarded the **CCS Rider of the Year Trophy**.

Your nominations should be made to Peter Whiteley, by e-mailing peterwhiteley133@hotmail.co.uk, before Saturday 9 January. **Please make the effort to vote!**

Peter is also the person who needs the return of any club trophy that you might have been awarded last year, so that they can be engraved with this year's holder before the annual Dinner and Awards Evening. He needs them back, preferably cleaned to save him a lot of effort, no later than the Subs Night at 7.30pm on 7 January at the Stevenson Centre, Great Cornard.

If you can't make that, phone him on 01787 375269 to arrange their return.



Subs Night Annual subs are due at the Subs Night (7th January at The Stevenson Centre, off Broom St, Gt. Cornard from 7.30) it would be a great help if you paid by cheque, or brought the right money. If any of your

personal details (address, e-mail address, phone no etc) have changed, please also bring a completed membership form, attached to this e-mail. If you can't attend the Subs Night, please send a form and payment to me - address etc on the form. Plus it also gives you the opportunity to collect the RTTC handbook and catch up on the latest news over a cuppa and piece of cake

Subs for 2016 are;

<i>Juvenile</i>	£5
<i>Junior</i>	£8
<i>Senior</i>	£18
<i>Senior over 65</i>	£12
<i>2nd claim member</i>	£12
<i>Family</i>	£24

NOTE: Keen time-trialists can also pay a mere £45 to cover a whole season's Thursday evening time trials, a £15 saving over the total paid for a season at £3

Robin Weaver

Sunday Rides

Dear Club member,



I have taken over from Mark Gentry as the club run co-ordinator, although I am pleased to say Mark will continue to send out the weekly emails in his usual inimitable style!

The club run is like the heartbeat of a club and I am pleased to report ours has had resurgence in recent weeks with healthy numbers taking part. We wish to build on this and feel having a nominated leader each week is a step in this direction.

My reason for writing is to ask you to consider becoming a club run leader, this is not as daunting as it may seem. A cheery welcome to any new riders, having a

route in mind, although this can always be agreed on the day and controlling the pace to ensure no-one is hanging off the back are the main requisites. The normal club run has an average speed of around 14mph, some of the faster guys also go out and this is organised through the CCS facebook page.

I am hoping to organise the club runs on a quarterly basis starting in January. If we can get 12 volunteers that equates to once a quarter, four times per year, so hopefully not too big an ask. If you feel you can help during Jan to March please let me know asap. If you just want to try it, that's fine, there is no commitment beyond that. When replying please let me know if there are any dates you cannot do.

Many thanks. Steve Barnes



World Amateur Time Trial Championships 2015 – Hobro, Denmark *by Nick Webber*

Gaining the opportunity to compete in my age group at the world amateur time trial championships earlier this year – after finishing the top 10 of the qualifying event in Peterborough – was a gratifying accomplishment. At the time, I never seriously entertained the idea of actually travelling out to Denmark to compete against the world's best but, after speaking to family and colleagues, I decided it would be too special an experience to miss.

However, this was to be the first time I had ever ridden a time trial under UCI governance and it now became apparent how restrictive their bike regulations were. Of the many pages of rules, the biggest problem – and it really was a major problem for me – was the maximum length of the bar extension (including gear levers) from the centre point of the bike. With a long upper body and very

long arms my *tri-bar* extensions were a long way forward ! After spending years refining my position to a point where I was reasonably happy with my compromise between aerodynamics and power transfer, I now had to radically change it to the point when my knees would be brushing my elbows. I even removed the plastic covering from my gear levers and hack sawed off 5mm of their length in a vain attempt to fit the UCI rules. Annoyingly, had I been a mere centimetre taller I would have qualified for the concession of an extra 5cm reach so I decided my only option would be to appeal to the UCI commissaires in Denmark and spend a little time trying to grow taller....

A couple of months of painful, intense interval training then followed before it was time to fly out to Denmark. I had opted to entrust Ryanair to transport both bike and self to North Jutland. So, with my expensive, fragile, carbon fibre bike carefully packed into a plastic case, I tentatively handed it over to the baggage handlers at Stansted.

In retrospect, although bikes on planes are always a bit of a gamble, this turned out to be a good move as almost everyone I later spoke to who drove from the UK to Denmark had horrible, long, exhausting journeys. After we (I had the very agreeable company of Simon Daw, another qualifier) arrived at Billund airport we drove straight to the time trial HQ in Hobro to unpack and re-assemble our precious machines. This was harder than it sounds as we were parked in a windy car park, dodging the frequent showers and gusting winds while attempting to use whatever horizontal space was available.

It was in Hobro that the whole atmosphere of a world class event became more real as there was evidence of riders from all over the globe and the air of officialdom and bureaucracy that only a major sporting occasion can engender. After queuing among a cacophony of foreign languages for an hour (in the rain for much of it) we had signed on, received our race numbers and had our bikes checked for the legal dimensions by the UCI commissaires. That latter part had really worried me as, in spite of all the major changes I had made to my position, the end of my bar extensions were still a few millimetres too far forward. However, after looking at my height, my long arms and my anxious expression the smiling official said that he would grant me a concession. In fact, despite my initial fears and their reputation, every single UCI official I met during my time in Hobro was lovely.

Now was the time to check out the course to get an idea of what to expect for the following day. The rain now fell even heavier... Although the road surface was far superior to most that we have to ride on at home in



Suffolk and Essex, the course was harder than I had expected and the wet roads meant that I had to be very careful on the tight corners. The time trial circuit was essentially the shape of a balloon on a string, beginning and ending with a large hill – upward on the way out and downward on the way back. The last kilometre of the course was not for the faint hearted, as it consisted of a long, 11% descent with a narrow 90 degree bend at the bottom, where a big metal drain cover lay right in the middle of the racing line.

The following day, after a massive breakfast we arrived in good time for our allotted start. The atmosphere around the

HQ was now electric and I felt a little out of my depth. The Germans seemed to be very well equipped with lots of spare kit and massive camper vans; the Aussies had either brought gorgeous female masseurs with them or else had found them locally; the Danes (with local knowledge) looked quietly confident and the Russians just looked grimly unapproachable.

Warming up was very difficult as there were few nearby roads without large volumes of other cyclists, road traffic or speed bumps. Neither did I have access to a turbo trainer or an Aussie masseuse. I therefore arrived at the start gantry much less well prepared – mentally and physically – than I would have wanted. The nervous energy rose as my start time came near; this was it – ahead lay half an hour of riding on the sustainable edge of extreme pain. My name was then shouted out in a Germanic accent and then it was my turn to ride. I was held up on the edge of the start ramp by a beefy UCI commissaire; seconds were counted down in front of my eyes and then I rolled smoothly down onto the course to begin my effort. Almost immediately the anxiety evaporated and it just felt like any other time trial.



The first few hundred metres of glistening, damp tarmac were twisty and unfamiliar so it was difficult to build up much speed. Then the route turned onto the big hill with a strong wind blowing down it and it was a painful grind to get my unwilling legs to push with sufficient power to move my bike forwards. Dropping down a gear I hauled myself low over the top tube and fought to get into a steady rhythm to tackle the gradient. I could see the previous rider ahead in the distance so focused all of my efforts on trying to catch him. As I got out of the saddle for a few big efforts my heart monitor

showed my heart rate to be only a handful of beats from its maximum. This was a good sign; my body was working hard. The adrenalin and nervous energy in my system seemed to buffer the pain in my legs at this point so I pushed on while my lungs heaved to get enough oxygen into my blood stream. I still felt I was fighting the bike though and struggled to push the speed up as the road levelled out. A police outrider came past just then but I could not lift my pace enough to benefit from any brief slipstream that he offered.

Riding a time trial on fully closed roads is a rare blessing and I made good use of the road space as I pushed onto the first turn. The road dropped and rose before coming to another very sharp turn, making it difficult to get into any kind of rhythm. I was past the halfway point here so elevated my effort to the point where the pain in my legs was now registering with some severity. Again, I wished I'd had more time to recce the course to fully understand where I could ride flat out and learn the best lines through the many twists. However, with some pleasure, I finally caught and passed the rider in front. At least I wasn't going to be last!

For a few minutes my riding felt fluid and the bike moved easily as I was able to experience the fleeting pleasure that comes with pedalling harmony at race speed. But time was passing much too quickly.

I now began the descent of the long climb I had negotiated only a short while earlier. With the wind now strongly behind me I spun my legs as fast as they would go while fighting to keep the bike in a straight line. I must have been flying here as a marshal waved frantically at me to slow down so that I would be able to take that tight, 90 degree bend safely.

The last few hundred metres were too twisty and wet to ride flat out but I was able to get out of the saddle to sprint the final section over the finish line. It was a pleasure to hear my name and finish time spoken over the loud speakers as I slowed breathlessly to a stop. Rarely in my life had 28 minutes seemed to pass so quickly (although, arguably, not quickly enough).

While the actual race was over in a relatively short time, the whole experience of being part of a world championship event was just about being there, riding in a Team GB skin suit and enjoying the atmosphere and camaraderie of top international cyclists coming together.

However, with my head still bowed to get my breath back all I really wanted to do at that point was go around again to prove to myself I could ride faster.

Nick Webber

Whoops Department!

Hello.

"Don't suppose you saw this, posted on Facebook by Justin Bellward?"

Robin

No I didn't, but have reproduced it below to put right a glaring omission by our Mystery contributor, Ray Norshine.

Thanks for spotting it and apologies to Graham who is shown below with Justin and Dan and also in a fine study of concentration at the start of a Lavenham 10. Graham did indeed have a great season and is one of a small band of unsung heroes who turns up every Thursday and quietly gets on striving to improve his time in the Evening T.T. Series with the minimum of fuss and drama.

Rog



'Thank you to the "Mystery" contributor in last month's Spindle regarding the TT riders, some kind words!

However, my old mate Graham Buckles missed out on his moment of glory! Graham is now 6 years into CCS Thursday nights TT racing and this year saw his first open TT at Bungay, finishing with a creditable time. He has pretty much PB'd every Thursday night course this year

too, proving there's life in the old dog yet! Roll on 2016 Butch! ' Justin Bellward

Early Season TT!

As mentioned earlier, I had the pleasure this morning (?) of going with James to the wilds of Norfolk for the first TT of the season on New Year's Day.

The relative warm temperatures we have been enjoying, of course changed to 2-3degs on the day which I thought wasn't very sporting!

But the organisers, Breckland CC, did give the riders the luxury of a later 11.00am start to offset the expected conditions. Forty other riders were down to do the 10 mile TT and this event has become a 'bit of a tradition' for those who don't do the normal family things on New Year's Day.

He didn't want to expose his 'best' TT bike and wheels to the nasty salted roads so used his training bike complete with agricultural tyres for the effort. It showed (much to his surprise! - see pic) as his time was in the high 23's but a worthwhile training ride all the same!

Can't wait for the Ely Hardriders 25 in February James! (See Diary below)



What's on Diary

CYCLOCROSS

Further details on the British Cycling website at <https://www.britishcycling.org.uk/cyclocross>
Sunday 24 January; Ipswich

TIME TRIALS

Sunday 14th February; Ely & District CC Hardriders 25mile TT

MTB RACING

Saturday 23 January; Thetford; Winter series

Sunday 24 January; Thetford; Winter series

ROAD RACING

Further details on the British Cycling website; <https://www.britishcycling.org.uk/road>
Sundays 10 January, 14 February, 20 March, 10 April; Redbridge Go Ride series

UPCOMING AUDAX RIDES

To find out about audax rides, and how they work, further details on these audax rides, and to enter on line, visit <http://www.aukweb.net/>

21 February	Sun	Henham	50, 100k
12 March	Sat	Dunmow	100, 200k
19 March	Sat	Copdock	100k
19 March	Sat	Cambridge	100, 200k
26 March	Sat	Huntingdon	200k

SUNDAY 17 JANUARY

VeloSchils Sportive; £7; details see British Cycling website (Road)

8.45am on, SUNDAY 31 JANUARY; CCS RELIABILITY RIDE

Test your body and your bike after over-indulging during the festive season; try a reliability ride. Two course lengths, 28.5 or 46 miles – two target times for each distance. You pick the one that challenges you.

Sign on at 8.45am for 46 miles in 3hrs 30mins. First group away at 9.00am.

Sign on at 9.00am for 46 miles in 2hrs 45mins. First group away at 9.15am.

Sign on at 9.15am for 28.5 miles in 2hrs 30mins. First group away at 9.30am.

Sign on at 9.30am for 28.5 miles in 1hr 45mins. First group away at 9.40am.

HQ Location: Stevenson Centre (Gt Cornard Parish Council), off Broom Street, Great Cornard.

Sign on the line on the day. £6 entry fee includes refreshment.

Further enquiries to David Fenn; 01787 374284; e-mail dave@cycleclubsudbury.com

SATURDAY 6 FEBRUARY; CCS ANNUAL DINNER AND AWARDS EVENING

At Newton Green Golf Club. Menu and full details in this Spindle and viewable on the CCS website. Bookings can be taken (and paid for!) at Subs Night on 7 January, ***and at the very latest by Friday 15th***

CCS 'BOXING DAY' RIDE, (ACTUALLY ON SUNDAY 27 DEC.)

Thanks to Robin Weaver for sending this report as I wimped out!

The BBC on-line forecast for Sunday showed no rain after 10am – unfortunately, it was completely wrong! The drizzle didn't however stop a healthy number of CCS riders and friends (17 in total)



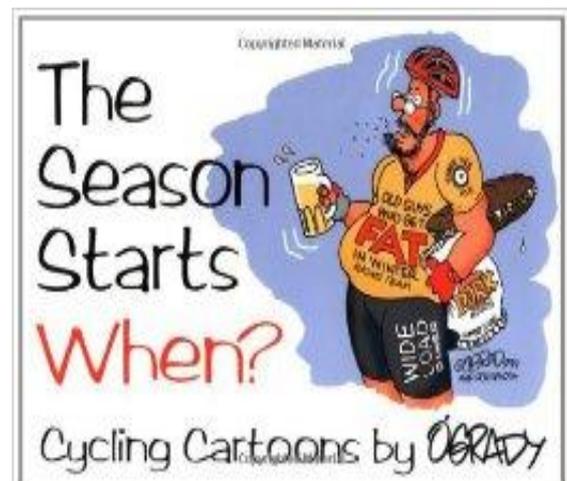
assembling in the Cock Horse Inn car park for the annual "Guess the Distance" ride. Fancy dress was optional – a special mention here for Dan, who turned up trumps in a full Father Christmas outfit – or was it a modified onesy? One or two glittery bikes also in evidence from the Lavenham brigade. Dave Fenn carried out a stringent check to make sure no-one was using a concealed computer or gps, and we set off in three groups. A short stop after 200

yards to allow late arrivals to catch us up, and we were off again along very wet roads, following ride leader Dave. After a hazardous encounter with a group of maverick not say foolhardy trail bikers on the wrong side of the road, one of whom feinted a trail-bike-mounted karate kick at our leading riders, the rest of the ride passed without incident apart from the usual holes and puddles through Acton, Great Waldingfield, Edwardstone, Milden, Brent Eleigh, and so back to Lavenham.

We wrung out our gloves, and dripped our way into The Cock Horse, where there was an open fire and a landlord who didn't seem to mind a bar full of soggy riders – cheesy chips were still on the menu, too. Dave coordinated the collection of estimated ride distances, and after a bit of kilometre/mile conversion, declared a trophy winner – Geoff Simms, (shown in the centre of the photo with a strange blue hat on) with an estimate of 14.73 miles, actual distance 14.91 miles. Geoff is currently clearing mantelpiece space for the trophy!

Full results: (closest first)

Actual distance	14.91 miles
(Target)	
Geoff	14.73 miles
Colin	15.2 miles
Robin W	14.56 miles
{Dan	15.4 miles
{Tom	15.4 miles
Steve	15.5 miles
Robin S	14.3 miles
{Raymond	15.8 miles
{Justin	15.8 miles
Nick	15.9 miles
Ashton	16.2 miles
Tony	16.28 miles
Robin S's brother	16.8 miles
Leon	17.1 miles
Brian	10.75 miles
John	21 miles



A lone long distance cyclist is still plugging away to create a new distance record by trying to break the most miles cycled in one year.

I have encountered Steve Abraham on a couple of UK audaxes in the distant past when he was already a well known 'long distance superstar legend'

Here is an update of his attempt.....

Steven's Year Long Time Trial record attempt

Starting on January 1st 2015 Steven Abraham commenced an attempt to beat Tommy Godwin's Year long Record set in 1939.



He has to cycle more than 75,065 miles in 365 days. **The target to beat is 75,065 miles**). That is an average of over 205 miles a day, every day, for a year.

Steve, from Milton Keynes, was firmly on track to achieve his goal when he was struck by a careless motorcycle rider on 29 March 2015, breaking his leg above the ankle. The accident meant that Steve had to completely stop riding for two weeks - and then resume cycling gradually, using just one leg to pedal. During this recovery period he was riding a modified ICE Vortex racing recumbent trike, which assisted in his rehabilitation to two legged-riding. But he lost thousands of miles against his world record schedule and although his recovery was still not complete he eventually reached a point where he felt he could give his all once more - and launched a second attempt at his Highest Annual Mileage record attempt on 8 August 2015. *The original*

attempt will continue until the end of the year.

Steve is backed by a team of volunteers who organise everything from sponsorship and donations to providing food, accommodation and maintenance each night.

The current mileage details at the moment for the initial record attempt started on 1st January 2015 and finished on 31st December 2015

Here are the details of the first year long attempt:-

- Tommy Godwin = 75,065
- Steve Abraham = 63,651

So he was about 11,500 miles short of Godwin's record on his initial attempt. *(But don't forget during this time he was 'off the bike' for a while from his accident and rode one legged on a recumbent and then at a reduced pace on a normal bike while his ankle recovered!)*

But the mileage for his second attempt started on 8th August =

- Steve Abraham = 27,918 (as at 31st December 2015)
- No comparison mileage details have been posted as yet for the 2nd attempt, but a rough check shows he is slightly behind Godwin's target at the moment!

So hopefully he will get back up to speed and start clawing his way back to overhauling Godwin's record during the Spring & Summer for a grand finale in early August.

I'll keep you posted.

BAR-END MIRROR REVIEW

By Robin Weaver

Stiff neck? Can't turn your head far enough to see what's coming up behind?

What you need is a bar-end mirror! I've now got one on both road bikes, and find that I glance at them constantly, particularly in traffic.



Italian bar-end mirror; I bought mine from www.AVT.bike (£19), in the States – I've not seen them anywhere else. Not cheap, but a well made product. Good quality oval mirror, 53x33mm and slightly convex, on a rubbery plastic backing that has tapering 'fingers' about 60mm long that go outside the bar end and under the bar tape – installation only possibly if you change the bar tape. It's important to get the position right before you re-tape – riding with it temporarily taped for a while is recommended! The benefit is that once you're happy with and fix the position, it can't get knocked out of position like most bar-end mirrors.



Cateye BM45 bar-end mirror; I bought mine from www.tredz.co.uk (£12.99); it doesn't seem to be that widely available. A small 45mm mirror, mounted on a plastic backing with a surprisingly stiff ball-joint to a bar-end plug. Once you adjust it, it stays as set unless given a real nudge when leaning the bike on anything; completely stable and rigid when riding. Has an advantage over the other mirror of being easily swapped to the other bar for continental riding! Also, no re-taping needed.

One unexpected benefit? of both mirrors is that you soon pick up expertise at recognising fellow riders by their right knee profile and pedalling action, as well as being able to spot all those fast-moving automobiles.



Get kitted out ready for the new season.....

by Clothing Secretary Trevor Hale

...and save yourself a tenner! The entire stock of club clothing will be available at the subs night and, with it being a new year, there's another chance for you to save £10 off your first purchase in 2016.

We have a good stock of most items plus a limited stock of performance clothing including WT race tops, premium bib shorts and skin suits (although some have already been snapped up by a couple of our more senior members. So watch out you youngsters!)

The current stock situation is as follows.....

Short sleeve road jersey £44

Small 4
Medium 5
Large 6
X large 3
XX large 2

WT race jersey £70

Medium 2
Large 2

Sleeveless road jersey £38

Medium 2

Skinsuits £81

Medium 1
Large 1

Long sleeve road jersey £50

Small 2
Medium 3
Large 6
X large 4
XX large 2

Lightweight Windtex jackets £60

Small 2
Medium 5
Large 3
X large 1
XX large 1

Ultra packable Windtex showerproof £51

Medium 1
Large 4

Gilet £34

Small 1
Medium 3
Large 1

Windtex Gilet £46

Medium 2
Large 2
X large 1

Bib shorts £53

Large 2

Premium bib shorts £68

Small 2
Medium 1
Large 1
X large 1

Thermal ¾ bibnicks £44

Medium 2
Large 2

Thermal bib longs with pad £57

Medium 3
Large 4
X large 1

Thermal bib longs without pad £46

Medium 2
Large 2

Kid's Short sleeve road jersey £20 (subsidised)

Small 7/8yrs 8
Medium 9/10yrs 7
Large 11/12yrs 9

Kid's Hoodies £10

Kid's T-shirts £8

Adult Hoodies £22

Adult Polos £14

Multitubes £8

Overshoes £13



Future CCS Stars in their new kit!

Any clothing enquiries to the clothing secretary, Trevor Hale on 01787 278601. Email clothing@cycleclubsudbury.com

CYCLE CLUB SUDBURY 2016 SEASON (Jan 2016 – Jan 2017)

APPLICATION FOR MEMBERSHIP

NAME DATE OF BIRTH

Other names if family membership

ADDRESS

..... POST CODE

TEL. NO. MOB. NO.

NEW MEMBERS ONLY: How did you hear of CCS?

E-MAIL ADDRESS

The 'Spindle' magazine will be sent to this address

NOTE: Membership of British Cycling or Cycle Touring Club is recommended, for third party insurance purposes. CCS is now affiliated to CTC, and CCS members can get affiliated membership giving third party insurance cover (not including legal advice), CTC discounts and an e-newsletter, for £16 a year. To join CTC on line, e-mail the Membership Secretary at pamandrobinw@gmail.com for the CCS authorisation code. If you have no internet access, phone the Membership Secretary, Robin Weaver, 01449 741048.

CLASS OF MEMBERSHIP (please tick) (leave blank)

Life Member (elected)	<input type="checkbox"/>	Nil	
Member (First Claim) - Juvenile, under 16 years	<input type="checkbox"/>	£5	
Member (First Claim) - Junior, 16 – 18 years	<input type="checkbox"/>	£8	
Member (First Claim) - Senior, 19 - 64 years	<input type="checkbox"/>	£18	
Member (First Claim) - over 65	<input type="checkbox"/>	£12	
Family membership – Member and partner (including children under 16 years)	<input type="checkbox"/>	£24	
Second Claim member First Claim Cycling Club is	<input type="checkbox"/>	£12	
Non- rider / Associate member	<input type="checkbox"/>	£4	
Additional payment for season of Club time trials; (optional; or you can pay £3 per ride if you want)	<input type="checkbox"/>	£45	

NOTE: If joining after 30 Sept, payment will also cover the next year's membership.

SIGNED DATE

Pay by post; cheques payable to Cycle Club Sudbury; post with form to the Membership Secretary: Robin Weaver, 14 Chapel Street, Bildeston, Ipswich, IP7 7EP: 01449 741048.

Pay by EFT (was called BACS); e-mail completed form to Membership Secretary, Robin Weaver; pamandrobinw@gmail.com, with a copy to Treasurer David Miller; studlands@btinternet.com; Robin will then e-mail you CCS bank details so you can carry out EFT/BACS transfer.

The Data Protection Act 2002

Personal information provided to CCS will be used for administration of membership, and distribution of information on Club activities. It will be not be divulged to outside organisations or individuals. E-mail addresses will be divulged to other members. Committee members' details may appear on the website. By providing personal data to CCS you consent to data being used by CCS in these ways.

