



## **The Spindle. JANUARY 2019. [cycleclubsudbury.com](http://cycleclubsudbury.com)**

***Hello everybody and a Happy New Year to you all.***

A fairly short edition this month due to the usual winter 'off season' with not a lot happening! The last CCS event of the year was the Boxing Day ride which was kindly organised by Geoff Simms and attracted a decent load of CCS riders. Details are shown below.

Our first event of the New Year, The Reliability Ride, is fast approaching and all you need to know has been included.

I've finally pinned down Mark Gentry to complete a Rider Profile and as ever it's produced another gem in typical 'Mark Speak'. He also clears up a mystery that has bugged me for the past 12 years – naughty boy Mark!

Also, a couple of riders '*meet the tarmac*' incidents to report on and some sage advice that followed them.

Other bits and pieces with a cycling quiz question at the end which most of you may struggle with. "*Who was the rider to win the first ever recorded cycle race in the world*"? *The answer will surprise you!*

As I mentioned in the December Spindle, this edition is my 100<sup>th</sup> as editor.

I only intended to do around a couple of dozen editions before handing over to a more competent person with proper IT skills as at the beginning I was woefully lacking and struggling at every month end. But as the years went by it became evident that no one else wanted to play the Spindle game.

Which is a pity, as I feel I churn out the same old stuff every year and Spindle deserves to be freshened up and needs new impetus from a new pair of eyes!

I have been lucky in that I have contributors to cover most sections of our sport, i.e.:-

David Fenn – Audax & Spoco activities, Robin Weaver – Diary Dates compilations + a lot of other club input, James Newton – Road Race reports, Trevor Hale – Club Clothing, Chris Sampson – Juniors, with myself sorting out all the Time Trial results, reports and stats. Plus numerous other contributors who send in stuff of what they have been up to – they just need prompting and requesting for the info and 99% of the time it is forthcoming.

So it doesn't all come out of my head but from a helpful bunch of contributors who always come up with the goodies.

I intend to carry on through this coming year until the next AGM and would ask if anyone would like to have a go and either take over or maybe a more useful idea, to come on board this year and work with me until you feel comfortable enough to go 'solo' It really isn't as daunting as it seems, the job just needs someone a bit more organised than me with some new ideas for the CCS readership.. I often jokingly say about not many folk actually read Spindle as I really feel that my 'take' on the content I dish up every time has run its course and needs help.

# Not the Boxing Day Ride! By Geoffrey Simms

Twenty-one 'Weightwatchers' assembled at Lavenham on the Thursday morning after Christmas Day; in bright, and still conditions to enjoy a rural circuit on mostly traffic-free roads.

Viv Marsh arrived on his trike (sleigh?) in full Santa costume, bringing a smile from even the motorists passing by.

The Guess the Distance competition was won by Ashton, with Tony Shepherd in 2nd place and Jane Watson third.

Nobody fell off, no punctures, no mechanical problems, and we did not get lost. And nobody complained!

After toasting Cycle Club Sudbury from the warmth and comfort of *The Cock Horse*, the jolly band dispersed to the four points of the compass, exchanging New Year greetings as they headed for home.







**Our annual CCS Reliability Trials** are being run on 27<sup>th</sup> January 2019. Hopefully many of you will turn out to ride this annual event.

Whatever your state of fitness, there is a distance and time to suit everyone!

In order for the event to run smoothly we do require volunteers to help on the day to assist in the kitchen, 'Signing on' and car park attendants. There

will be lots of hungry cyclists returning to the HQ after completing their ride so if any of you would like to bake a cake it would be greatly appreciated.

Anyone wishing to volunteer or bake a cake, please contact me, David Fenn, by phone or email. (See below)

## **..... CYCLE CLUB SUDBURY..... RELIABILITY TRIALS.**

**Sunday 27th January 2019**

**Starting and finishing at  
The Stevenson Centre, Great Cornard  
Post code CO10 0WD.**

### **Selection of distances and target times.**

**46 miles in 3hrs 30 mins**, sign on at 0845, first group starts 0900

**46 miles in 2hrs 45 mins**, sign on at 0900, first group starts 0915

**27 miles in 2hrs 30 mins**, sign on at 0915, first group starts 0930

**27 miles in 1hr 45 mins**, sign on at 0930, first group starts 0940

**Route maps and GPX files can be downloaded from the  
CC Sudbury website [www.cycleclubsudbury.com](http://www.cycleclubsudbury.com)**

**Event organiser; David Fenn**

**Phone; 01787 374284. Mobile; 07884487846**

**Email; [dr.fenn@tiscali.co.uk](mailto:dr.fenn@tiscali.co.uk)**

**Entry fee £6.00 includes refreshments.**

**Sign on the line on the day**

**This is a British Cycling registered event and for insurance purposes requires  
all riders to wear a hard shell helmet conforming to CE standard EN1078.  
No helmet, No ride.**

# Diary Dates *compiled by Robin Weaver*

Thursday 10 January, 7.30pm. **CCS SUBS NIGHT**, at the Stevenson Centre, off Broom Street, Great Cornard. A chance to pay your subs, receive a glossy new Handbook, chat and drink tea.

Membership subs are unchanged from last year;

Juvenile (up to 16) £5 Junior (16 - Dec. after 18) £8

Senior (18-65) £18 Senior (65-80) £12

Family £24 Second claim £12

Associate £4 Temporary; 6 wks £5

In addition, First and Second claim members can pay for a season of Thursday evening time trial rides; £65 for the season of 20 time trials.

You can pay by cash or cheque (to Cycle Club Sudbury); if paying by cash, please have the correct amount. Payment also possible by BACS/EFT, preferably before the 10 January Subs Night; please email Robin Weaver at [pamandrobinw@gmail.com](mailto:pamandrobinw@gmail.com) for CCS bank account details.



Sunday 27 January. **CCS RELIABILITY RIDE** from the Stevenson Centre, off Broom Street, Great Cornard. Choose from two course lengths (28 or 46 miles) with two finish target times for each distance; for further details, see the advert in this Spindle. To download a route sheet, map, or GPX track, see the CCS website; Events, Reliability; there's a link [here](#).

**Tuesday 1 January; bookings open for Boxford Bike Club Tornado Sportive**, Sunday 28 April, 40 or 60 miles (new routes this year!). Places go quickly, so book early to avoid disappointment, via the British Cycling website [here](#).



***Want a new goal/objective to aim for this coming season –***

*below are Fastest Times/New TT records achieved in 2018.*

*Some were achieved on local-ish courses - although Wales is not **that** local!*

*It would also help your cause if your name was Alice or Marcin and rode for Drag2Zero or Nopinzz!!*

## **British Individual Senior Time Trial Records & Fastest Times – Recorded this Year – 2018**

***Distance....Date.....Rider.....Club.....Time...Course***

10 Miles	June 18 <sup>th</sup>	Harry Tanfield	Cleveland Wheelers	17.11	F11
10 Miles	June 5 <sup>th</sup>	Alice Lethbridge	Drag2Zero	19.30	E2
15 Miles	July 18 <sup>th</sup>	Matt Smith	Drag2Zero	28.27	Rec.
15 Miles	June 14 <sup>th</sup>	Alice Lethbridge	Drag2Zero	31.30	Rec.
25 Miles	May 6 <sup>th</sup>	Marcin Bialblocki	Nopinzz	42.58	Rec. R25
25 Miles	May 6 <sup>th</sup>	Alice Lethbridge	Drag2Zero	50.10	R25
30 Miles	Sept 22 <sup>nd</sup>	Stuart Travis	Team Bottrill	55.09	Rec. E2
50 Miles	July 22 <sup>nd</sup>	Marcin Bialblocki	Nopinzz	1.30.31	Rec. E2
50 Miles	July 22 <sup>nd</sup>	Alice Lethbridge	Drag2Zero	1.46.32	E2
100 Miles	July 8 <sup>th</sup>	Marcin Bialblocki	Nopinzz	3.17.39	L10010
100 Miles	July 15 <sup>th</sup>	Alice Lethbridge	Drag2Zero	3.42.03	Rec. B100
12 Hours	June 17 <sup>th</sup>	Adam Duggleby	Vive le Velo	321.44	miles Rec.
12 Hours	June 17 <sup>th</sup>	Alice Lethbridge	Drag2Zero	290.08	miles Rec.

**TIME TRIALS** 2019 - 10<sup>th</sup> February 10.00am – Ely & District 'Hardriders' – 25mile



## RIDER PROFILE

**Name.... Mark Gentry**

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

They say I'm a carpenter, but I'm not sure I believe them. I've been cycling for 69 years but many of them involved someone running behind me, holding me in a semi-vertical attitude. Stabilisers hadn't been invented.

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

That would be a red Mercian King of Mercia, the frame of which, for the last 20 years has been in my shed waiting to be repainted. I borrowed the money to buy it from my mother when I was 14 and I haven't yet paid her back.

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

2 usable bikes and 3 works in progress that are not progressing. The best has a Diavolo frameset which Robert built up for me for TTs. (I soon realised the futility of attempting those) I have a Bioracer Gent (which I thought was short for Gentleman but is in fact the town of Gent in Belgium. I think) which Simon built up for me when Buckley Saxon was in Hedingham

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

Dunno. Not enough. In any case, who said I was average? I've a long way to go before I reach average.

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

I done the Garboldisham Grovel a couple of times. That's only a 200. What a wimp!

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

Sudbury to Glemsford home from work

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

Well, it was that 200. And it felt like a race!

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

Falling off and making a big hole in my tights. Sorry, I tried to remember something worse but I'm very good at blotting things out.

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

The Dieppe Raid, - Tour de les Trois Vallees, a few years ago when it rained all day and was very cold. A non-waterproof waterproof jacket caused me to go home the short way. See, I am a wimp (*I was also on that ride and always wondered how I was the last one back of our CCS group when I was sure there were other CCS riders behind me – now I know, you rats!*) Rog... See pic alongside of that very ride!!

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

Robert Millar, I thought he was great, and I liked Stephen Roche. My more up to date hero is the chap who careered through a very crowded zebra crossing I was using shouting "Get out of the \*\*\*\*\* way!"

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

Nuffin!!

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

I do own it but it needs to go back to Derby for repainting and refurbishment.

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

A puncture repair kit. And someone like Brian (Mann) to do the hard bit.

14) **What is your favourite ride?**

From Glemsford to Lavenham, up Hartest Hill and then the hill up from Bridge Street. It's not really but I do like a hill – but not so much as I used to.

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

Aint got no strengths and the main weakness in my cycling, after many months of testing and pondering, has been narrowed down to insufficient leg power.

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

I would tell you, but besides not wanting to give my secrets away to others, I feel I might lay myself open to prosecution.



# WHY I'LL ALWAYS KEEP WEARING A HELMET!!!!

(by Jimbo Rush)

Most of you will know that I had little tumble a month ago, which has certainly made me think about bike safety and wearing the appropriate clothing.

Luckily it was just me and the road involved and no vehicles, though still not 100% sure what the cause was, but having gone over the bars downhill I had that horrible feeling that this might hurt. Fortunately, I was wearing a good quality helmet the "Kask Mojito" and as you can see from the photo below I think I can say it saved my life or prevented significant injury, with the helmet being cracked straight through so am grateful this was not my actual head.

I have since got back on the bike albeit rather tentatively and obtained an identical replacement helmet; which is worth mentioning that Kask do provide a replacement service that will provide you with a brand new helmet at *half the retail price!*

I would also like to mention that the kind lady that found me and called the ambulance, was amazing along with the medics en route to the hospital. We all seem to complain about our overstretched NHS, but again whilst I was in the hospital, the doctors and staff was wonderful and very thorough throughout.

So the message here is albeit brief, to make sure where ever you ride; be it down the shop for a paper, doing a time trial or a 200 kilometre audax **"Always Wear a Helmet"** and make sure it is of a good quality fitting.

*(Although James doesn't really know how it all happened, a snapped carbon seat post is a possible candidate – or it may have just been the result of the bike hitting the deck afterwards and snapping it.*

*Either way, it may be worth checking your own posts for any signs of cracking?)*



\*Further to this info from James, Damon Day also had a fall while out riding. He thinks there was something (Diesel or oil?) on the road as both of his wheels both slid away as he went around a corner! No visit to the hospital was required thankfully and 'only' suffered the usual 'road rash' and bruises with lots of torn clothing. His bike also took some punishment but his biggest concern is the effect it will all have to his wallet!!!



# Audax Update – December 2018.

Date	Event	Riders
6 <sup>th</sup> Oct	Great Dunmow 200k + 100k	Raymond Cheung
14 <sup>th</sup> Oct	Carlton Colville 160k	Jane Watson, Mick Bates
20 <sup>th</sup> Oct	Debenham 106	Raymond Cheung +100k, Jane Watson, Andrew Hoppit, Brian Mann, Ian Lovelock, Robin Weaver, Viv Marsh
27 <sup>th</sup> Oct	Cambridge 200k	Andrew Hoppit.
3 <sup>rd</sup> Nov	Witham 107k	Raymond Cheung + 100k, Jane Watson, Andrew Hoppit, Mick Bates
3 <sup>rd</sup> Nov	Cholsey 209	Brian Mann
18 <sup>th</sup> Nov	Great Dunmow 200k	Raymond Cheung,
25 <sup>th</sup> Nov	Carlton Colville 100k	Raymond Cheung, Jane Watson, Mick Bates, Brian Mann, Ian Lovelock, Robin Weaver
1 <sup>st</sup> Dec	Witham 100k	Raymond Cheung + 100k, Jane Watson, Andrew Hoppit, Mick Bates, Steve Barnes.

<i>Name</i>	<i>Pts</i>	<i>Total Distance km</i>	<i>Club Audax Trophy</i>	<i>100</i>	<i>150 km</i>	<i>200</i>	<i>300</i>	<i>400</i>	<i>600</i>	<i>1000 km</i>	<i>Climbing Metres</i>
Raymond Cheung	11	1,213	1st	1	-	4	-	-	-	-	4,200
Jane Watson	-	573	2nd	4	1	-	-	-	-	-	3,450
Andrew Hoppit	2	513	3rd	3	-	1	-	-	-	-	3,450
Mick Bates	-	467	4th	3	1	-	-	-	-	-	2,800
Brian Mann	2	415	5th	2	-	1	-	-	-	-	2950
Ian Lovelock	-	206	=6th	2	-	-	-	-	-	-	1,200
Robin Weaver	-	206	=6th	2	-	-	-	-	-	-	1,200
Viv Marsh	-	106	7th	1	-	-	-	-	-	-	650
Steve Barnes	-	100	8th	1	-	-	-	-	-	-	650

## Local upcoming Audaxes.

Saturday 12<sup>th</sup> Jan 2019, Kelvedon Oyster 100k.

Saturday 2<sup>nd</sup> Feb 2019, Witham Knights Templar Compasses 100k.

Sunday 17<sup>th</sup> Feb, Henham, Victoria CC50k and 100k.

The CCS Audax Trophy season is already underway and it would appear that Raymond is on a mission to recapture the Trophy from Jane as he has already amassed 1213kms. Jane and Andrew are in the 500's in 2<sup>nd</sup> and 3<sup>rd</sup> places with Mick handily placed with 467kms with Brian putting some useful kms on the board with 415. The rest have a lot of catching up and kms to cover.

# QUIZ ANSWER! - Suffolk Rider Wins the World's First ever recorded Cycle Race

*Compiled by Ken Hoxley - (Extracted from the 1997 book "Where There's a Wheel" – a history of the West Suffolk Wheelers)*

Not many people realise that the world's first ever recorded cycle race was won by a man born in Bury St Edmunds. The story is unrelated to that of the West Suffolk Wheelers, but I think that no record of local cycling should pass without at least some mention of **James Moore**, who in May 1869 pedalled his Michaux machine to victory in Paris.

During my time as a sub-editor with the Bury Free Press in the sixties I made great efforts to discover his actual birthplace and any further connections between Moore and the town. My search took me to Witchford, near Ely, where I met and spent an interesting couple of hours with Moore's son, who showed me the very bike (see photo alongside) on which his father rode to that famous victory. James Moore junior obviously realised the value of the historic machine as it was chained to a wall in his large garage. I didn't get a chance to ride it, but I felt the weight – it must have been all of 60 pounds!

Among the other precious possessions at Witchford was a large, priceless, solid gold cup which had been won by James Moore senior during his career. My visit to Witchford was in November 1970 – just over 100 years after that historic first race. It had taken me many months to track down James Moore junior, and I would not have done so had it not been for the help of my friend, cycling journalist Jock Wadley. I also received a great deal of information about Moore and his achievements from Peter Clifford, who ran an organisation known as the International Saddle Club.



James Moore senior was one of eight children. The family had moved from Bury to Paris in 1854 in order for his father, who started his working career as a blacksmith, to further an interest in animal medicine. Young James was just four and a half years old at the time of the move. In France, the young Moore's father bought him his first cycle (a birthday present in 1865) from the Parisian Michaux Velocipede workshop. Within three years young James had learned well, and was being coached by Ernest Michaux. Then came his big chance. A plan to organise a cycle race drew international interest. The route was over 1200 metres, along a cinder path normally used by runners, close to the River Seine in the Parc Bois de Boulogne at Port St Cloud. James, a slender figure of a man at just 19 years of age, trundled his heavy wooden bone-shaker to the start line, watched by a large crowd of "chaperones and belles." He and other riders sponsored by Michaux, tossed up to decide who should be the first to ride a newly developed bike with cranks and pedals. Moore won and so became the first cyclist ever to use pedals.

A bugle sounded the start and Moore led straight away and won easily by several lengths from Castera, Drouet and Polocini. He then went on to win a second race, this time again beating his great friend and rival Castera. His prize was a gold medallion – which, incidentally, was also shown to me by James Moore junior.

There followed a series of races all over provincial France. James Moore, junior, took up the story: "My father won races at La Varenne, St Hillaire, Charenton, Rainey, Charny and Cognac. Two of the best French racers at that period were Moret and Castera, but my father beat them both in several races. He also won a special challenge at the Pans Hippodrome against a rider called Sue, who was the champion of Bordeaux. In 1869 four riders – Castera, Moret, Bon and Laumaille – formed a combine with the intention of monopolising the various cycle races, which by now were becoming popular. They fought shy of riding in the capital and raced in the provinces only. None of them faced my father.



“My father was frustrated at not being able to ride against the best, but an opportunity presented itself at Le Neubourg, near Pont Audemer, when one of the entrants was Patrick Doretty, who had recently defeated Castera and Moret in a race at Arras. My father went to Le Neubourg and won.”

Moore's next major triumph came in November, the following year, when he won an international race from Paris to Rouen in atrocious weather, finishing a staggering 45 minutes ahead of the second man. His son continued: “There were more than 200 riders in that race, which started at 7 am from le Place de l'Etoile, now known as the Place de Charles de Gaulle – by l'Arc de Triomphe. The route was by way of St Germaine, Mantes, Vernon and Pont de FArches, with the winning post at the Octroi Gates in Rouen. The riders were divided into two groups, odd and even numbers. My father was drawn number 187. The even numbers started first and the odds half an hour later! All his main rivals had drawn even numbers, so he was well behind at the start. However, he had caught most of them by the half way point at Bonnières, where only an Englishman, called Johnson, and Pascaud were still ahead, with Castera and Bobilier just behind. “When he caught Johnson, the Englishmen said: ‘Why don't we ride together to beat the rest.’ ‘Certainly,’ my father replied – ‘If you can keep up with me!’ He went on to finish 15 minutes ahead of Castera and Bobilier, who contrived to be equal second. Johnson weakened and lost a lot of time, finishing in eighth place. My father's total time for the 134 kilometres was 10 hours 15 minutes. All who finished within 24 hours received a medal. After the race there was a grand ball and my father danced until 6.30am the next day. But while he was celebrating, his cycle was stolen.

“After several more successes in France, my father came back to his native country in 1870 to compete for the first ever British Championship – at Wolverhampton. He rode a Meyer Spider machine which had by then been developed from the old boneshaker. It had 42- inch radial spoked wheels and solid rubber tyres. Tubular steel had replaced the wooden framework. Although he won his first heats, he fell heavily in a later round and injured his head.

“He later won a mile handicap race at Fallowfield, Manchester, in July 1871, beating Johnson, the English champion, in record time. He won five world championships between 1872-77 and set what was probably the first world hour record of 14.25 miles – on a Starley Ariel. It is an odd fact that in this country he became known as ‘The Flying Frenchie’ while in France he was known as ‘l'Anglais Volant!’ ”

James Moore junior told me of a special challenge match arranged between his father and a top English runner, Jim Nuttall, who held the 600 yards and half mile records. The challenge was over 400 yards, with the runner getting ten yards start. Moore had a standing start and had to mount his machine, but still won by a yard, in 45.5 seconds. In the same year he beat the English half mile and ex-mile champion J Palmer in a one-mile scratch race. He also beat Johnson in a 25 mile road race. In a 50 mile race at Lillie Bridge on January 13, 1873 he gave Johnson a two mile start, but still won easily.

“Like my father, I went on to practice animal medicine in Paris. I was also an athlete,” said Moore junior. In fact he also enjoyed a successful sporting career. As a runner, he was just one tenth of a second outside the world 100 metres record and was later a top tennis player at the Racing Club de Paris. He also drove racing cars and won three races at the old Brooklands' track, driving a Humber.

Peter Clifford told me that James Moore, who was born on January 14 1849, also died in Bury St Edmunds in 1940 – at the age of 91.

A famous velodrome, the Parc des Princes, was constructed near to the spot where Moore won his first race. For many years it was used as the finish point for the Tour de France. British world champion sprinter Reg Harris was a regular competitor there just after the last war. Unfortunately the stadium was demolished in 1967 to make way for a new road!

Today a simple plaque can be seen nearby. Erected in 1938 it is inscribed: “On 31st May at Saint Cloud, James Moore won the first velocipede race organised in France – Touring Club de France.” It is a great pity that the town of Bury St Edmunds has never known about, let alone honoured, this historic achievement!