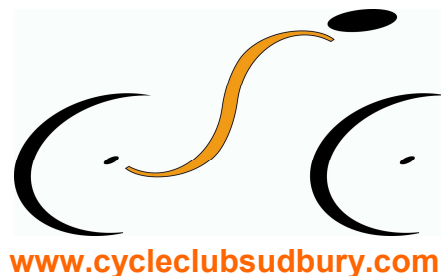


# Cycle Club Sudbury

## Spindle March 2011



As the temperatures rise slightly (all right, only slightly) and spring is just around the corner, another bumper edition awaits to inspire you all to get out on your bikes. With articles as diverse as a 12 hour time trial, Audax Randonneurs, road and track racing and a very informative round up of some of our members long distance efforts during 2010. The last item makes impressive reading and just shows what a 'small' club can achieve.

Our own Open Time Trial, the Mad March Hilly is only days away (6<sup>th</sup> March) and would really suggest that you ride out and give it a look, either at the HQ at Lavenham village hall, or from somewhere around the course. (Course details are in your new handbook or on the website!) I just like looking at all the exotic and expensive machines on show. We have a few CCS riders 'doing' the event, so a few cheers wouldn't go amiss as they pass. Being 32kms long, there are plenty of good spots to watch from. And don't forget that there is 'tea and cake' available back at the HQ.

I (and a few others from the club) managed to get up to the Velodrome in Manchester recently to watch some of the World Cup Series track racing. It really is a different world of cycling and never fails to impress me each time I go. Although we seem to have fallen behind a few of the other countries at the moment, compared to our domination in the last few years, GB still managed to bring home the gold in the men's Team Pursuit and the men's Keirin. If there is a more stirring site than watching our pursuit team hammering around the boards in a final, I've yet to see one. Totally awe inspiring stuff! Now that the velodrome in London is just about up and running, those of you who haven't experienced the spectacle and drama of track racing, should keep a look out for the pre Olympic events that will be put on before 2012 and go along. Unlike Manchester, It's almost on our doorstep, just a train ride away.

The recent Amis Velo Sportive, appeared to be a very muddy affair judging by the pics on

[www.flickr.com/photos/16045751@N03/5451399637/in/set-72157626069658200/](http://www.flickr.com/photos/16045751@N03/5451399637/in/set-72157626069658200/)

Still, I think the CCS riders who took part seemed to be enjoying themselves, including Simon Daw, Damon Day, (on right) Jonathan Weatherly, Trevor Pillet, and Ashton Dyson.



Simon confirmed the conditions were pretty dire and rightly moaned about the number of



mudguardless riders who sprayed everyone who got behind them. He looked like someone who had just come up from the coalface! See pic alongside!

### THURSDAY EVENING TIME TRIAL SERIES - MARSHALLING

On the CCS website, under 'Club Events', 'Evening 10 TT Series', '2011 Schedule', there is a list of available marshalling dates.

Thursday evening TT riders are required to marshal at least once during the series – you get 30 points for this. You can book a date to suit you by e-mailing me at;

[robinandpam@tiscali.co.uk](mailto:robinandpam@tiscali.co.uk).

This list will also be displayed on Thursdays when the season starts, but we need marshals for the first few weeks sorted before then.

And just a friendly reminder to those of you who haven't got round to 'joining up' to CCS again for the coming year. You need to do it **soon** otherwise you'll be excluded, amongst other things, from all open and club time trial activities etc., and of course, the Spindle. Contact Robin on the email above to sort out the details.

## C.C.S. Reliability Ride Sunday

**30<sup>th</sup> Jan.** By Brian Webber

Who would have thought that on a very cold dull Sunday that we would have 106 riders sign on for our reliability trials, this was the biggest field that C.C.S. have ever had, some one must have told them about the refreshments that we do !.

48miles in 2hrs. 45mins. There were 54 riders

48miles in 3hrs. 30mins. There were 31 riders

27miles in 1hr. 45mins. There were 8 riders.

27miles in 2hrs. 30mins. There were 13 riders.

Out of the 106 riders only 7 failed to finish in the required time.

Clubs taking part were West Suffolk Wheelers, Wethersfield Wheelers, Colchester Rovers, Team Swift, V.C. Revolution, Ipswich B.C., Velo Schils, Elmy Cycles, Braintree Velo, Whitham & Dist., Plomesgate, Interbike, Van Eyck, Stowmarket & Dist., Amis Velo, Ipswich Tri Club, Glendene, Addenbrooks and C.C.S.

Apart from the odd puncture a broken rear cassette, plus one Interbike rider coming off on a patch of diesel



(he just had a few bruises but his bike was ok, which was the main thing !), Apart from that everything went ok although I did have to dash out to get some more refreshments.

I would like to thank Trevor for checking out both courses and helping out on the day, thanks to Alison & Robin for the signing on, Roger for marshalling and taking photos And I have been asked by the riders to pass on their thanks to young Jodie Fuller & Brian Mann for their excellent work in the kitchen, apparently the riders thought you two were the best thing of the event !, must have been something you put in the tea Brian.

My sincere thanks to everyone who helped and to all the riders who took part which made this event a success for C.C.S, Let us hope we can have a repeat performance next year. Many

Thanks - *Brian Webber*

## Randonneur Round the Year

By Robin Weaver

Last winter I rode the Norfolk Nips series of audax rides. It was a 'testing' series, taking in mud, floods, fog, heavy rain, sleet, frost, and snow. The final ride, in February, certainly took in the last three of these, with a little late sun thrown in.

100k and 200k rides were on offer, on a figure of eight course. I rode with Dave Fenn, Andrew, and Viv, and after the first 100k was persuaded by them, against my natural inclination, to carry on for the 200k Old Squit. In the event, it wasn't too bad, apart from slight navigational problems in the dark through Dereham and the following very dark and wet lanes. Dave had a head light, but couldn't read the route sheet – I had a route sheet, but no head light – but we got there in the end. Dave had decided in January to try for the audax Randonneur Round the Year (a 200k ride a month), and I thought I'd also give it a go. He subsequently upped this to a double RRTY (2x200k a month) – this I decided was madness!

The March ride was a Comrades CC 'Up the 'Uts ride from Henham, another figure of eight course that seemed to cover most of west Essex (fortunately not including the Chishill mountain range), this time largely in the dry. Chief memories – the very muddy access track to the 'ut, and the sofa, cakes and gas fire inside.

Ed Nevard's 'Witham Westerley' was the ride of choice for April, taking in much of the CCS area, almost passing home, and then out to Mistley. This ride included the notorious North Hill, about 4 miles before the finish – cruel! A CCS home event in May; I rode Andrew's Raid Essex from Long Melford the day before the event to help check the route – parts of the world I'd not ridden before – we even got as far east as Bradwell on Sea – the only difficulty was getting back against a strong westerly breeze.

There's a problem with riding A RRTY series – not enough local 200k audaxes. The way around this is Permanent audaxes – get a card from the organiser, ride the route, collecting date/time receipts from cafes and shops en route. Even Permanent audaxes are quite limited in our part of the world, the downside of living on the East Anglian bulge. The most local are a ride from Manningtree (Herman Ramsey's), and a couple from Dunmow, one of

which goes through Sudbury (Tom Deakin's). Both could be re-ordered to start locally. In June, we tried Herman's ride. Lavenham, Lawford, Saffron Walden, Buntingford, Lavenham. It worked well, although this did take in the Chishill hills. A 6am start (the benefit of starting near home) meant we were back by 4pm. Times got a little longer as the year progressed! The ride distance was spot on, at about 201k.

A repeat of this ride in July, different day, different weather, seemed like a different ride. Remember when being hot on a ride was a problem?

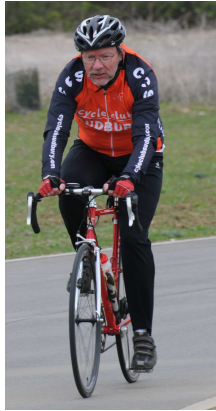
The Mildenhall Rally at the end of August gave the chance of a different route. I rode this with Dave – the route sheet wasn't perfect (2 lefts instead of 2 rights) but with only a couple of diversions – one resulting from following a sat-nav rider – we completed the ride to Halesworth and back, only to discover the rally cafe closed on our return. A very slow moving queue at the chip van, unfortunately!

Yet another Manningtree permanent in September. By now our strange requests for receipts for single Snickers bars meant we were getting to know the shopkeepers en route quite well. Chishill hills didn't seem too bad this time!

October, and a first go at the Dunmow permanent, Dick Turpin's Day Out (it passes his house in Thaxted apparently, although we never tracked it down). Sudbury, Dunmow, Saffron Walden, Wally's cafe, Walsham le Willows, Debenham, Sudbury.

Cramp on this ride – a drizzly start meant getting too warm in a waterproof top, and not drinking enough. A good halfway stop at Wally's – his egg and bacon rolls, produced in about 2 minutes, are the best in the east, and restored me to health. Not so good at Walsham – a pork pie and a cake outside the only receipt dispenser in the village, the deli/butchers; a good pie, though. This ride noticeably over distance, at about 212k.

The same route again in November and December – getting to feel slightly repetitive now, but only one more to go for the years worth. November's ride was relatively uneventful, although darker at both ends, and chillier. In December, Dave and I thought we'd



try the Manningtree permanent early in the month. We set off one very dark, very frosty, and very cold morning – fine as far as Lawford. The side road from there to Dedham, under the railway bridge, was a sheet of black ice. Cars sped past, oblivious, as we struggled to keep upright on two feet. We finished up walking on the verge for about a kilometre, and then remounted. More ice at Boxted, so we gave up and called in at Mac's for a cuppa on the way home.

We tried the Dick Turpin ride the next week – still very dark, very frosty and very cold, and this time very misty as well, but on salted roads. Just about light by the time we got to Dunmow. A very chilly day altogether, and as it was a Wednesday, we got to Walsham 30 mins after the shop closed for the afternoon. The very kind shop lady passed by and saw our plight, and did us a special purchase of provisions out of hours – this shop is highly recommended! A wet return in the dark from Debenham – not the most pleasant day I've spent on a bike.

The January ride got pushed towards the end of the month by a persistent cough and bad weather. Dave and I set out on the Manningtree Permanent the day before the Club dinner. After a cold and dampish start, the weather improved considerably to sunshine, as my cycling efficiency declined. Lack of recent miles certainly told, and I struggled up the smallest inclines, but the weather and misty views were brilliant. Once again I tagged onto Dave's rear wheel, and followed him home. An hour longer than the previous go at this route! Thanks to my riding companions, audaxers extraordinaire Dave and Brian; without your company, I would never have attempted or completed this - I've never ridden a 100k audax on my own, let alone a 200k. I think I'm unlikely to repeat the exercise in 2011 – I might have been tempted if there was an easily reached different ride available for each month, but I'm pleased to say there isn't!

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**HELP needed...** Spindle's 'article locker' for March is very empty. Please send anything vaguely of interest, to me on [rushr23@aol.com](mailto:rushr23@aol.com)

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### **Twelve more hours: A lesson on how not to ride a 12 hour time trial**

After my previous effort at riding a 12 hour T.T. a couple of years ago I vowed that I would

never put myself through such an ordeal again. So, I can only put it down to selective memory that I found myself writing out a cheque for £14 to enter such an event once more. Deep down I believed I could better my 253 miles from 2 years earlier – when Julie, my faithful support, had got lost in her car and I had gone hungry and dehydrated for 2 hours.

Alas, things got off to a bad start. The trouble was that we were due to return from our holiday in Shetland the day before the event but severe flight and rail delays meant that we eventually got home 3 hours before I was due to drive off to the start. So, I was already dehydrated and had little time to carbo-load and was not really in the right mental state for 12 hours on the bike.

Despite that, my brother, Keith, was keen to help out and so I resolved to give it my best shot. After all, I was in good shape, had ridden a good 100 a few weeks earlier and had just had 10 days rest so surely I would be fine....? Wearily, we drove off into the darkness and the rain at 3am. Although this was not the most inspiring weather my sprits began to rise as the dawn broke and the rain began to give way to watery, cloudy skies. However, all was not well in the heavens as the local forecast on the radio was speaking of strong, force 7 winds for the day!

Once I had begun my brief warm up my nerves evaporated and I began to feel more confident. I knew the first 2 – 3 hours would be fine and, indeed, this was the best part of the day as I passed many riders without feeling that I was over-taxing myself.

Unfortunately, I was becoming more aware of a rather chronic indigestion (probably because of the earlier stress of getting to the event and forcing down sugary, glucose drinks). It became so unpleasant that the next time I saw Keith I climbed off my bike and lay down horizontally in the car for a few minutes to massage my belly.

Back on the bike I felt better and returned to a reasonable pace to regain the time I had lost, although the rapidly strengthening wind was now beginning to wear me down.

A huge factor in events like this is mental attitude. So it was, with 4 hours down, I tried to tell my body the bad news that there would be another 8 hours of this to come and would it please keep going. As the strong wind took more out of me I began to run out of steam and started debating with myself the wisdom of

continuing in this way. The idea of heading home to soak in a warm bath became more and more attractive and it was probably only Keith's encouraging presence on the roadside that kept me on the bike at this time.

After 5 hours an aching back forced me to change from my time trial bike to the slightly more relaxed position that a road bike would offer. (An old rowing injury in my lower back had flared up in the spring causing me a lot of problems this season). I was now moving several miles and hour slower than earlier in the morning but there some relief in reaching the psychological 6 hour mark and knowing that I was just over halfway through my ordeal. I don't remember much more about the next couple of hours except that I was now stopping every 50 minutes or so for a stretch, whenever I saw Keith, just to relieve the pain in my back and hips. At one point I even stopped to phone Julie for moral support and to ask her to stop me from ever entering a 12 hour time trial again...

At some point I changed back to my time trial bike and felt comfortable enough to increase my pace for an hour or so. The trouble was that the wind was now stronger than ever and regular gusts would blow across the flat Bedfordshire plains, making it impossible to ride safely on the time trial bars. Large branches were being blown into the road and there were twigs everywhere. It was a struggle to reach 15 mph in some places and it was mentioned to me that several riders had already abandoned. My own spirit was close to being broken by the sheer effort of riding into the unforgiving winds. I just rode more slowly. This is an appropriate time to mention the vocal support we competitors were so blessed to receive by the marshals and groups of helpers. It is such a huge boost during events like this and can the difference between climbing off and completing the event. I never had the time to thank them all (or even to smile at some of them at times) but, dear readers, never underestimate the value of offering a friendly yell of encouragement in such circumstances.

Somehow I kept my unwilling body going through the afternoon but I don't really remember much about it until I got onto the 14-mile finishing circuit with around 2 hours left to ride. At least I now knew that I had the resources to finish even though each time I rode past Keith I could see from his worried



face that I was not going too well. Those last 2 hours ticked by so slowly and I no longer had the energy to play mind games to distract my body from the pain messages it was sending me. I had already switched back to my road bike by this time and was riding miserably slowly.

With just over an hour left I stopped for a welcome cup of tea and a banana which seemed to have a transformational effect. Back on the time trial bike I somehow found I was able to ride at around 25mph and passed a handful of other riders. Sadly, this new burst of energy did not last as long as I would have liked – my legs no longer felt as if they belonged to me and the last quarter of an hour was ridden in haze of will power, desperately hoping that nobody would overtake me and shatter my remaining morale.

The horrible bit of this sort of event is that even after riding for 12 full hours it is still not possible to stop until one has passed the next nearest timekeeper; a cruel but necessary requirement.

Anyway, after 12 hours and 4 minutes I could finally stop riding for the day. It was a blissful release but I was completely exhausted.

Shamefully, I gave up on the option of riding just 6 more miles back to the HQ and phoned Keith to come to fetch me.

Now, the frustrating thing is that I know I could have ridden much further on the day (in spite of the strong wind) with the right mental and nutritional preparation and if my lower back had been in better shape BUT I will take my own and others advice this time and stay away from half-day time trials in the future.

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## It's not all about Time Trials By Simon Daw

So what's the difference between time trialing and massed-start racing, apart from the fact that one starts in a group?

The club has a small but reasonably active time trialing contingent, but in recent years only a few have ventured into road or track racing. Anyone who is serious about bike racing is probably going to want to have a go at road and/or track racing sooner or later; it's "real" racing, with a lot more thrills and spills than testing, and no has ever really "made it" by gluing themselves to a dual carriageway, even if (in a handful of cases, like Boardman or

Obree) they still ultimately preferred time trials. It's a quirk of history that's caused British racing to be dominated by testing, and it's not always been a healthy domination, in my opinion.

For a start, anyone wishing to expand their experience into massed-start events is going to need to think carefully about the events in which they wish to compete. There aren't that many events around any more, and not all are, in effect, open to CC Sudbury members. It's important to look at the calendar when planning a season.

Most road and track races are organised under the rules of British Cycling, and if you want to ride them then you'll need to become a member and to take out a license. This isn't cheap, but membership includes third party insurance and legal advice and is therefore worthwhile whether you plan to race or not. It's also possible to take out a one-day license, but if you ride several events this won't be a saving and you won't qualify for any points you may gain by being placed.

One big problem for CC Sudbury members is that many local road races – almost all, in fact, until one looks at the top-end races (which, as a novice, you won't be) – are organised within the Eastern Road Race League (ERRL). Since we are not affiliated, you will be last in the pecking order when the organiser comes to select his field. And since there are so few events, most are over subscribed, meaning you'll be likely to get your entry back.

However, there are a handful of local races which are not ERRL events: the ECCA Road Race, and the Ed Taylor Memorial, organised by Ted Jackson of Haverhill Wheelers, for example. Both of these would be ideal for anyone starting out.

On top of this there are regular open events at Hog Hill, and a number of local town centre criterium's. These are short, fast and furious and, whilst I'm somewhat biased by my inability to go around corners or sprint, may not be the best events to ride as a beginner. If you're quick out of the corners and tend to be a short distance specialist you may feel they're worth a look, though.

Other events are organised by The League International and (for older riders) The League of Veteran Racing Cyclists. I've never ridden any of these events, and am therefore even less well qualified to write about them than BC events. However, there are quite a few events

at North Weald and Hog Hill, but only a smattering of road races in East Anglia. If you (think you might) enjoy circuit races, either of both organisations may be worth a look. I don't so, for me, they aren't. Amidst the dearth of available road races (I managed to get my entry accepted into the grand total of two, last season) I returned to grass track racing last season. When I was starting out in 1984, having a crack at grass was probably Harold Raymond's most useful suggestion, and one which, at the time, I followed only somewhat reluctantly I remember!

Grass is pretty unknown to most, which tend to visualise cycle speedway, I think. It's nothing like it. It's simply track racing....on grass! The bikes are standard track bikes with strong (but standard track) wheels fitted with light cross tubs (or pressures, nowadays). I still race the same second-hand Holdsworth track bike I bought back in 1984, and it still serves me well;

it's not a branch of the sport which necessitates huge expense, or in which you'll get much advantage from high-tech equipment. (The opposite of testing, then...)

If you want to learn to ride in a bunch, and to ride some hard races against decent riders without getting

belted out the back in the first half mile, grass could be the thing. The prize money is very good indeed, and the atmosphere at meetings (some of which are held in conjunction with village fetes) is magic.

The riders taking part all know one another, welcome newcomers, and are the friendliest bunch in cycling: when my tub glue melted in my car during the drive to one event last year someone instantly provided me with a wheel; when I left my kit bag at home before another one rider came up with shoes whilst another (local) rider went home and fetched me a complete kit; when my gear was wrong for another track I was loaned a different-size sprocket. That's what it's like. If it still all sounds a bit odd, have a look at my videos - [www.youtube.com/user/simondaw](http://www.youtube.com/user/simondaw).

Many good riders have learned to race on grass – in my last National Championship (1993) I was third, behind a second-placed Dean Downing. A rather gangly girl was riding the children's "filler" events at Mildenhall that



year, and generally showing the others a clean pair of heels. Her name? Victoria Pendleton. (Her dad, Max, still rides grass, having been an ex-national champion. He was guest of honour at CC Sudbury's annual dinner in 1988. It was him who loaned me the sprocket last season!) If after reading the above you're still thinking of having a go, it's worth thinking about how to prepare.

Essentially, one of the chief attractions of time trialing for many riders is that it's possible to do it on the minimum of training miles. This goes for some quite decent riders! It's of course perfectly possible to time trial at your own pace, racing against your own personal best. In massed start events, failure to match the pace equals being dropped. This is particularly dispiriting when it happens soon after the start (or even in the neutralised section!).

It's really necessary to have reached a reasonable level of fitness and bike handling (not that I ever managed the latter...) before you try road racing or, to a lesser extent, grass track.

This is a major generalisation, because different riders have their own specialties, but generally I'd say you're likely to have hard time if you can't manage a 25 minute "10" on our Lavenham-Sudbury course. On top of that, you're going to need considerably more endurance and recovery. This isn't quite the same as stamina. Plenty of riders can comfortably ride 200km audaxes but wouldn't last the first mile of a road race. It's about being able to up the pace to near maximum, recover, and then go again. And again. A lot of very good time trialists find this extremely hard, and it's only achieved through hard miles (group rides like reliability trials are ideal) and interval training. You can get by without this as a tester, but not as a roadie.

It's impossible to write a full guide to road and track racing in 1300 words. I think it would be a step forward for the club if some of our younger riders were to take up the challenges they offer.

I'm more than happy to offer advice to anyone who wants to give it a go, and would be interested in coaching – in my own highly unqualified way, of course! – any of the younger riders who are prepared to demonstrate the commitment necessary. Give it a go – you'll never know what you could have done if you don't.

## A year in the life of CCS Audax riders. By David Fenn

Overall the club has had a very active and successful Audax year with the club finishing in 5<sup>th</sup> position from 216 clubs in the Audax UK club points, our best ever position.

Whilst not wishing to bore the reader with too much information I do think it is worthwhile detailing a few highlights of the Audax season.

Of all the CCS riders, Peter Faulks rode the longest Audax by taking part in the Mille Cymru 1000 km event in Wales. The Mille Cymru is a hilly event with 14,000 metres of climbing (that's at least 7 times up Mont Ventoux), riders have 75 hours to complete the distance. After having only 3 hours sleep during the event Peter managed to complete the distance with 7 minutes to spare, which after just over three days riding is cutting it a bit fine. Peter also finished best rider in the Essex CTC Audax points list.

Four riders, Brian Mann, Peter Faulks, Viv Marsh and I all achieved Super Randonneur Status which entails riding 200, 300, 400, and 600 km rides in one Audax year.

Another category popular with many Audax riders is the Round the Year (RTY) challenge which entails riders completing at least one 200 Km Audax per month for 12 consecutive months. Riding 200 km can be relatively easy in the summer months but becomes more of a challenge in the winter months when the days are short and the weather cold and wet. Motivation becomes a major issue when making the decision to climb out of a warm bed on a dark winter day. However despite the recent bad weather Brian Mann and Peter Faulks have both completed their RTY. By the time you read this report Robin Weaver will have completed his RTY (he did... Ed) and I hope to complete a double RTY (two 200 km Audaxes per month) in February, weather permitting. (He also did...Ed)

### Results of the various Audax competitions for the 2009 / 2010 Audax year.

#### CC Sudbury Audax points and distances.

			100	200	300	400	600	1000
Brian Mann	97 points	12,664 km	28	35	3	3	1	-
David Fenn	73 points	8,130 km	7	30	1	1	1	-
Peter Faulks	72 points	7,623 km	5	17	3	3	1	1
Viv Marsh	27 points	3,187 km	4	7	1	1	1	-
Robin Weaver	19 points	2,548 km	7	9	-	-	-	-
Simon Daw	10 points	1,333 km	3	5	-	-	-	-
Stephen Barnes	8 points	1,824 km	8	4	-	-	-	-
Andrew Hoppit	4 points	888 km	4	2	-	-	-	-
Mark Gentry	2 points	1,261 km	9	1	-	-	-	-
Geoff Simms	2 points	200 km	-	1	-	-	-	-

#### Suffolk CTC Audax points.

1 <sup>st</sup>	David Fenn	CC Sudbury	73 points
2 <sup>nd</sup>	Arabella Maude	Suffolk CTC	37 points
3 <sup>rd</sup>	Robin Weaver	CC Sudbury	18 points.

#### Essex CTC Audax points.

1 <sup>st</sup>	Peter Faulks	CC Sudbury	72 points.
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#### Audax UK club points (Based on top 6 riders from each club.)

1 <sup>st</sup>	YACF	567 points
2 <sup>nd</sup>	Willesden CC	476 points
3 <sup>rd</sup>	VC167	408 points
4 <sup>th</sup>	Audax Ecosse	358 points
5 <sup>th</sup>	<b>CC Sudbury</b>	<b>297 points</b>
6 <sup>th</sup>	Exeter Wheelers	213 points

\* **Note:** This last table shows our position from the **216** national clubs that scored points!

