

Hi everyone, as I begin to write this edition, outside its sunny (hooray!) a balmy 13degs (hooray!) and it's not raining (a bigger hooray!) *But as I send this out, the cold & rains have returned! Boo.....*

I think we have done well to survive the big wetness of the last two months although other parts of the country have fared far worse than us. We just had to put up with flooded lanes to pedal through and not (hopefully) flooded houses.

I encountered the longest piece of flooded road (this winter) recently on the 106km Norfolk Nip 3 Audax. Thankfully there was a handy field alongside to bypass this although at least half dozen dopey bikers rode very gingerly through it. I'm sure their bottom brackets and gear sets didn't appreciate the soaking. We just got very muddy shoes which is far preferable.

Talking of 'dopey riders', I noticed all too often on the ride that the standard of riding manners and etiquette hasn't improved at all and despair at the crazy antics of these half wits. It's a 'given' that busy roads require bikers to ride single file and to leave gaps between large groups to lessen the inconvenience to other road users. But no, these turnips still ride in big bunches, two and sometime three abreast and unbelievably were overtaking us in the same mode. No wonder we get a bad press from car drivers who are 'generally' patient and considerate to the lines of bikers they have to negotiate on their travels.

I'm sure all CCS riders know the score (I hope) and behave accordingly on the road!

And why is it always the 'skinny tired and no mudguards' brigade who are always the worst offenders. Audaxes and especially Sportives always seem attract certain riders who treat these events like road races and are oblivious to everyone else on the road. Their sole aim seems to be to get back first. If that's what floats their boat, then why don't they try riding in organised road races instead!



The high puncture count I saw on the roadside came mainly from these bods and I enjoyed the delicious irony of it all as I rode passed them. Ha! CCS had 10 members riding the event and were rewarded with a crispy cold Norfolk sunny day if a bit windy. My decision to ride came the day before, and wasn't one of my best ideas as I was woefully short of miles in the legs, but my carer for the day, Robin, cajoled me round and we made it back in around 5 ½ hours.

The main club event of the month was the Annual Dinner & Prize Presentation evening. We were back at the Newton Green Golf Club for this 'do' and everyone (I think) were pleased with the venue and dinner on offer. The right people won the right prizes on the night, especially the Clubman of the Year and the Rider (male and female) of the Year awards. I know multi award winner Simon thinks otherwise, but if you win 7 categories during the season mate, you are the best rider! My opinion only, but read the official press report further on to back up my thoughts!

*Group photo of main winners below.....*



## Dates for your Diary

### Time Trials

- **9<sup>th</sup> March Mad March Hilly. (CCS event)**



Start at Lavenham opp. Church at 08.00  
Entry list closed, but a good opportunity for a ride out to watch and enjoy tea & cake at the hall. Quite a few CCS riders are taking part, so come along and give them a cheer.

- 15<sup>th</sup> March. West Suffolk Wheelers. Risby 21mile Hilly.
- 17<sup>th</sup> April. CCS Evening TT's. Lavenham

### Audax

- 23<sup>rd</sup> March. Henham. 56, 110 & 220km
- 29<sup>th</sup> March. Wormingford (CCS event) 112 & 214km.
- 30<sup>th</sup> March. Stevenage. 110&200km.
- 5<sup>th</sup> April. Copdock. 100km.
- 12<sup>th</sup> April. Norwich. 100&200km
- 19<sup>th</sup> April. Huntingdon. 200km
- 26<sup>th</sup> April. Manningtree. 300km

### Sportive

- 2<sup>nd</sup> March. Colchester Rovers. 25&50miles. Gt.Bromley.
- 13<sup>th</sup> April. Boxford BC Tornado. 20, 40 & 60miles. Check on website as may be full!
- 20<sup>th</sup> April. Norwich. 30, 60 & 90miles.

### Women's Pro Road Race

- 11<sup>th</sup> May. Women's Pro Tour. Final stage from Harwich to Bury St. Edmunds and will pass through Gt. Cornard and Sudbury.

### Junior Training

- The CCS junior training sessions will resume in April. Date to be confirmed.

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## \*Help Urgently Needed from CCS Members.....

### From Jonathan Weatherley

'The C.C. Sudbury 'Mad March Hilly' Open TT takes place on 09.03.14. Thanks to all who have signed up to take part in or help out at this event.

Assistance is **still urgently needed** in the following areas: **marshalling, pushing off, observing, and making tea.** This event (like all our club's events) cannot take place without your help. So if you're not taking part or haven't already offered your help and are able to spare a few hours to assist at this event, please let me know a.s.a.p.

Jonathan Weatherley  
([jonathan@cycleclubsudbury.com](mailto:jonathan@cycleclubsudbury.com)).'

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## Recent New Members:-

Mick Wilson, Gt Waldingfield  
Jules Mumford, Gt Cornard – welcome back!  
Ian Campbell, Gt Cornard  
Steve Hubbard, Prickwillow, Ely  
Nicola Gooch, Long Melford  
Andy Colsell, Colchester  
Stuart Tyrell, Thurston and Lifecycle  
Eldon Jackson, Pentlow  
Russell Felstead, Earls Colne  
Charlie Felstead, Earls Colne  
John Bradbury, Assington (2<sup>nd</sup> claim)  
Mathew Baker, Colchester  
Ian Millard, Thetford  
Tony Langley, Newton Green (2<sup>nd</sup> claim)  
**Welcome to CCS to them all.**

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## Winter Racing

Some CCS members have already been busy over the winter getting some competitive miles in.

Simon Norton (in pic alongside) recently rode in the Thetford Winter Series (Round 4) at Mayday Meadow.

This was in the 4hr Vets MTB Category and Simon completed 7 laps in 4hrs 33mins 36secs to achieve a creditable 21<sup>st</sup> place.

Also competing at the same event, but in the 4hr seniors category, was 2<sup>nd</sup> claim member Malcolm Borg who



completed 7 laps in 4hrs 10mins57secs for a very good 17<sup>th</sup> place.

Also out this month were Rob Davies and James Rush who rode the Ely Hardriders 25mile TT. For once the stunning Fens produced a lovely sunny day for this event and both riders appreciated the chance for some early season competition in good conditions.



James rode his best time ever on this notoriously bumpy old course in 1hr 03min 47sec with Rob getting back

into the TT groove after virtually a year's absence with a 1hr 07min 17sec.

## Sudbury Carnival.....

The club are considering entering this event which is on the 24<sup>th</sup> August this year. We are looking for bikes and riders which will show off the whole spectrum of the bike family and of course promote our own club at the same time.

Do you have any of the following?

(plus rider/s of course):-

*Tandems, trikes, tourer's with full luggage?  
small wheelers (Moulton's/Brompton's etc)  
large wheelers (penny farthing...a bit hopeful)  
racing bikes, MTB's, classic bikes, old 'sit up and beg' type bikes, delivery bikes, full TT bikes, junior bikes (with junior riders!)  
recumbents, unicycles, Pedersen's (c'mon John!) or just your everyday bike!*

I gather that we would ride around the designated course in Sudbury along with all the other 'floats' and then possibly park up on the Market Hill to show them all off to the public.

Let David Fenn know if you can/want to help or take part..... [dr.fenn@tiscali.co.uk](mailto:dr.fenn@tiscali.co.uk)

## CCS Winter Training Camp?

*By Darren Rule*

They say that life is all about timing. Well, Interbike certainly chose the best time to have their annual training camp in Majorca. Not only did it coincide with the Pro Races taking part on the island in the same week, but they chose a week with plenty of sunshine and temps in the mid-teens, while the poor cyclists in Blighty had to do battle with some of the worst of that mother-nature could throw at them!

When my alarm woke me from my slumber at 3:30am on Friday 7<sup>th</sup> February, I was wondering why Jamie Howe, Lee Ford, Terry Law and I had chosen the 6:45am flight from



Stansted rather than a later one. But when we checked-in at the hotel Ayrton Park at noon I realised why we had booked such an early flight: to make the most of the great weather and get out on our bikes.

We all tentatively unpacked our trusty steeds from their various boxes and bike bags to find that they were all intact (even though Jamie's bike box looked as though it had seen a bit of action coming through baggage control), and after a little bit of sweating and cursing we had all assembled our bikes and were ready to hit the road.

We managed to get just over 50 miles in on the first day before we lost the



daylight which gave us a taste of what we had to come: good weather (albeit a little windy on the first couple of days), well-

surfaced roads, varied terrain and tolerant drivers!

In the 5 ½ days we spent on the island we covered just short of 500-miles. For me the most rewarding (and challenging!) was the last two days which we spent in the mountains. In these two days we rode over 200-miles and 17,000ft of climbing (the equivalent of riding up Ballingdon Hill 85 times!). The longest single climb was the 10km from the little port of Sa Calobra which was really tough. But with every up there must be a down – and the 16km decent from



the Puig Major (the highest point on the island) to Port de Soller was totally epic. As the week we were there coincided with the Pro Racing, not only did we see a lot of the world's best riders duking-it-out, we saw several just out training which was pretty cool. We caught up with Edvald Boasson-Hagen on one ride we were on – he was obviously having an easy ride that day. And the speed that Ian Bibby came past us while on one of the long climbs was nothing short of incredible...!

I think I speak for all of us when I say we had a great week. Not only because of the quality miles we rode, but for the social aspect, too. The party was made up of riders of varying abilities, some rode in groups while others just did their own thing; but we all had breakfast and evening meals together to compare stories of miles, hills, heart rates and aching muscles, over a glass of beer or two.

This is an experience that I would recommend to anyone who enjoys cycling. Going in early February it means the flights and accommodation is are very cheap (the hotel was £25-30 per night including half-

board and transfers, and the flights were £120 with a bike), although the weather is not guaranteed at that time of year, but the chances are it's going to be much better than it is in the UK.

I'm looking forward to next year already.

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## Annual Dinner & Prize Giving for 2013 Season *(As press report)*

Cycle Club Sudbury held their Annual Dinner & Prize Giving Evening for the 2013 season recently at the Newton Green Golf Club. With 50 members and guests in attendance, Chairman David Fenn congratulated the club on another very successful season which also saw membership levels reach a new high. Guest of honour, club stalwart John Steed, presented the awards to the various winners which totalled nearly 40, during the evening.

Simon Daw dominated the men's awards, collecting no less than seven trophies including the fastest 25 mile, 50 mile and 100 miles awards, Vets and standard B.A.R. awards, club Vets championship and deservedly, the club Rider of the Year trophy for his superb season.



Jonathan Weatherley won the club 10 mile championship and the Evening TT Series B.A.R. cup and was also a deserving winner of the prestigious Clubman of the Year award for his sterling work as TT secretary and for organising the highly praised Open TT and Open Hillclimb events.

Other winners included Peter Faulks who collected the Audax cup for nearly 5000kms ridden in Audax events which included his epic 1400km ride in the London-Edinburgh-London event which he completed with 30 minutes to spare within the in 117 hour time limit. Super Vet Terry Law won the clubs 10 mile handicap Trophy, James Rush regained the clubs Hillclimb Championship, David Miller claimed the Boxing

Day cup and Viv Marsh picked up the 'coveted' Golden Spindlenut award for the year's best article in the Spindle magazine.



In the Ladies section, Kirsty White emulated Simon's domination by winning the Evening Points Series with a record 1161 points, the 10 and the 25 mile ladies championships and

was rightly awarded the Ladies trophy to cap an excellent season.

One other winner on the night was the East Anglia's Children's Hospices which benefited from the clubs generous raffle proceeds during the evening to the tune of £171.



The East Anglia's Children's Hospices (EACH) which the club often supports are holding a Ride for Life and Walk for Life day at Santon Downham, Thetford Forest on the 14<sup>th</sup> May this year.

There are on and off road bikes rides from 5 to 35 miles and also include a 3 and 10 walk.

This sounds like a good family day with something for everyone.

If you are interested, get your entries in by the 28<sup>th</sup> April.

Details on their website :- [www.each.org.uk](http://www.each.org.uk)

## ..FLASHBACK...10 Years ago..

### Suffolk Free Press Report of the 2004 Awards Evening

50 FREE PRESS, Thursday, February 12, 2004

[www.sudburytoday.co.uk](http://www.sudburytoday.co.uk)

## Seven action-packed pages of sport start here

### Cycling

# Speedy Gordon the top rider

EIGHTY-FOUR members, friends and guests attended Cycle Club Sudbury's 25th anniversary dinner and awards night at La Tarantella Hotel.

Club chairman Alan Wiseman welcomed the guests, who included members from a number of local cycling clubs, including Colchester Rovers, Haverhill Wheelers and West Suffolk Wheelers.

Also representing the East District Cycling Association was Don Saunders, who presented the awards to the 2003 prize winners.

Among the prize-winners was Gordon Griggs, who reduced his 10-mile personal best by an amazing three minutes, to take the Rider of the Year and also the Points awards. Prize winners were:

**B.A.R Veteran & 50-Mile champion:** Len Finch  
**25-Mile champion:** Barry Lee

**Hill Climb & Senior 10-Mile champion:** Mark Jay

**Ladies Trophy:** Alison Steed

**Rider of the year & Points champion:** Gordon Griggs

**Clubman of the year:** Michelle Jay

**Audax Cup & Festive Season Ride:** Colin Dales

**Veteran 10-Mile champion & Handicap 10-Mile champion:** Ron Bareham.

**Medal winners:** James Rush, Harold Raymond, Tom Moore.

A presentation was also made for the winning team of three riders in the CC Sudbury Open Hill Climb held in November.

The trophy was collected on behalf of the winning Mildenhall CC by Keith Richardson, the East District Cycling Association Hill Climb Champion.



● CC Sudbury prize winners with their trophies. Colin Dales, Keith Richardson (Mildenhall CC), Mark Jay, James Rush, Barry Lee, Gordon Griggs, Michelle Jay, Alison Steed

*The faces are the same, just the hairstyles have changed!*

**NOTE ; Annual subscriptions, (if not already paid up), are now due. Membership form is on CCS Website 'Home' page.**

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*'I have been badgering Nick to write me an article for riders starting out down the 'Time Trial road' and which would help them on what to expect, what to do and what's needed, as it can all seem a bit daunting.*

*As he is a very experienced and seasoned Time Trialler, I couldn't have asked a better person to explain it all in the excellent article below'*

*Rog*

## **Beginners guide to time trialling**

*By Nick Webber*



Roger asked me to write a few thoughts about time trialling with a view to offering a few tips to newcomers to this field of cycling. So, this is my view. Those experienced testers among the readership may well have some other ideas. If so, please chip in. Roger would love to hear from you too.

**A few basics** first: the so-called "race of truth" involves riders starting at 1 minute intervals and then completing the course as fast as possible, unassisted. Taking pace from another rider in an individual time trial is forbidden. While riding, the competitor is expected to obey the rules of the road and to be fully aware of other traffic (head-down riding is dangerous!). Riding local private, club time trials essentially involves turning up on the evening and just signing on at the "HQ" but Open events require pre-entry at least 12 days before the event (see [ctt.org.uk](http://ctt.org.uk) for more details).

How to summarise the concept of riding a time trial? The first thoughts that come to mind is that riding the perfect time trial is about pushing yourself so hard that it hurts (a lot); being on that narrow edge of agony that does not exhaust you so much that you are unable to complete the distance. The same concept applies whether it is a 1km TT or 4000m pursuit on the track or a 100 mile TT on the road. Of course, as one moves onto riding longer time trials (100s and 12 hrs)

other factors come into play – such as nutrition – but the same principle of **focussed, managed effort** remains.

However, don't let all the mention of pain detract you from the fact that is time trialling is ultimately enjoyable and satisfying – usually.

Leaving aside training and the development of power for a moment the most important aspect of time trialling for the rider is the **position on the bike** – that compromise between being as aerodynamic as possible versus being able to produce as much power to the rear wheel as possible. It is difficult to get this exactly right and, indeed, as a beginner, changes to strength, endurance and flexibility will potentially see one's time trial position change significantly in the first few years. It can definitely be worth getting a professional bike fit at some point (many shops offer this free of charge with new bikes). Having access to a power meter is also an excellent way to hone an optimum position but these don't come cheap.

I would thoroughly recommend yoga for improving flexibility and thereby making it easier to assume a flatter, lower position on the bike. Cyclists are notorious for having tight hamstrings, glutes and hip flexors – all of which conspire against a comfortable, effective time trial position.

For similar reasons, it is important to get used to training and riding in your chosen time trial position as you are likely to be using different muscles to those you would on a normal road bike. I ride Cyclo cross throughout the winter and am always appalled at how slow I feel when I come to ride my first few time trials – largely because I have been training and racing in a more upright position for several months.

Having introduced the topic of aerodynamics it is a perfect time to mention the **specific TT kit** that can be bought to assist with slipping through the air efficiently.

There is a useful (although possibly slightly dated) study of aero equipment on *the link below* which describes the respective benefits of various time trial bike configurations and purchase (or should that be "investments"?)

<http://cyclingtips.com.au/2010/04/biggest-bang-for-your-buck-in-time-trial-equipment/>



In my experience, the biggest improvement to my TT

speed came when I fitted **TT bar extensions** (correctly adjusted) and thereby significantly reduced the size of my frontal area exposed to the friction of the air. Additionally, depending upon the size of your budget you could opt for specific, flattened TT bars with tiny brake levers and gear levers ergonomically fitted to the end of the extensions where your hands will spend most of their time.

The next best returns from investment are a good **skinsuit** and an **aero helmet** (look for the usual degree of protection offered for a normal road helmet) to smooth the air flow over your powerful body.

Then we come to the expensive things – **wheels**. In my experience, disc wheels are over-rated on the hilly, rolling courses that we use around Suffolk. Again, in my opinion, unless you possess the power to ride at around 24 mph for 10 miles on a hilly course, the aerodynamic benefits of a disc wheel are likely to be negated by its extra weight. If you plan to ride flatter courses or “drag strips” regularly then a good disc wheel is arguably worth the investment but otherwise I would opt for a good set of deep rim wheels. The front wheel is more important than the rear, simply because it makes contact with the air first (the air is already more turbulent by the time it passes over the rear).

A TT specific **frame** is less important than a good set of wheels but still a valuable contribution to speed. Thank goodness manufacturers have moved away from the ghastly backward-sloping top tube design for their TT bike frames and now offer a huge variety of “flattened” frames, designed to cut through the air as quickly as possible.

There are a number of smaller gains one can make (or buy) but the biggest factor remains the bulk on top of the saddle. However, as mentioned above, take care not to lose too much power by focussing exclusively on a low, aero tuck.

I alluded to **safe riding** at the start of this item and one thing I would recommend 100% is fitting a very bright rear light (thankfully this is mandatory at CC Sudbury and many other clubs

and regions). There are a number of products widely available which tuck discretely behind the frame or seat pin. Another item which aids visibility (I have been told by drivers) is brightly coloured – ideally fluorescent – Lycra overshoes. The nice thing is that these are also an aero benefit as they aid a smooth airflow over the lumpy bits on most cycling shoes.

**Final things** to consider are training (of course), nutrition, hydration and core strength. The latter becomes particularly important (but is often ignored by cyclists) as an aid to a comfortable aero position on the bike and to reduce the risk of back injuries. However these are all topics for another time.

I would close by stressing the satisfaction that can be gained by riding a good time trial – literally “testing” yourself to see how far you can push your body when there is nowhere to hide; resisting the urging of your mind to ease the pain in your legs – & achieving a personal best.



*Fabien Cancellara (above) – arguably one of the world's best time trialists – showing a beautiful, powerful tucked position on the bike*

## **CCS is 35 Years Old this Year sometime?**

Can anyone out there tell me what month in 1979 the club was

formed. It's not a quiz question, I just don't know (I know I should!) and thought it would be appropriate to mark the occasion.....

I just hope it wasn't in Jan/Feb/March, or I have missed the boat!

Let me know if you have the answer on:- [rushr23@aol.com](mailto:rushr23@aol.com) if you can help. Rog



## C.C. SUDBURY EVENING TT's - TARGET TIMES - 2014

Best times for 2013 shown in Black

Target Times for 2014 shown in Red (Mins & Secs)

	Lavenham 10		Brent Eleigh		Acton		Hitcham Hilly	
N Baker	24.12	25.2	0	0	20.42	21.25	0	0
S Barnes	0	0	22.59	23.47	23.5	24.4	0	0
M Borg	26.34	27.29	22.25	23.12	22.22	23.8	37.46	39.5
D Bree	25.22	26.37	20.49	21.32	21.7	21.51	35.22	36.36
G Buckles	27.39	28.37	21.53	22.38	22.58	23.46	39.28	40.5
R Bush	34.1	35.21	26.52	27.48	28.32	29.31	48.48	50.3
S Clark	0	0	20.3	20.45	0	0	0	0
D Crisp	24.49	25.41	20.1	20.43	21.6	21.5	0	0
R Davies	0	0	19.41	20.22	0	0	0	0
S Daw	23.7	23.55	18.5	19.29	19.22	20.2	32.1	33.17
D Day	0	24.48	18.56	19.35	0	0	0	0
J Downs	24.39	25.3	19.59	20.4	20.47	21.3	0	0
A Dyson	27.38	28.36	19	23.23	23.12	24.06	37.26	38.44
R Empson	35.18	36.32	0	0	0	0	0	0
L Ford	25.6	21	20.9	20.51	0	0	0	0
T Hale	0	0	26.22	27.17	0	0	44.46	46.2
C Hall	0	0	0	0	31.2	32.7	0	0
C Harris	28.26	29.25	23.3	24.19	24.1	24.51	0	0
C Herron	26.26	27.21	21.3	22.15	0	0	0	0
G Hoppitt	24.59	25.51	0	22.2	21.8	21.52	34.14	35.25
J Howe	25.3	25.55	20.1	20.43	20.41	21.24	0	0
S Kirk	25.19	26.12	0	0	0	0	0	0
B Law	31.24	32.29	25.52	26.46	27.1	27.57	0	0
T law	31.1	32.6	24.22	25.13	25.4	25.56	0	0
D Leeder	29.31	30.32	23.31	24.2	0	0	41.25	42.51
S Mackay	25.5	25.57	0	0	22.5	22.51	34.59	36.12
B Mann	26.54	27.24	22.16	23.2	0	0	0	0
V Marsh	31.8	32.13	0	0	0	0	0	0
D Miller	31.58	33.5	25.48	26.42	26.32	27.27	44.28	46.1
T Moore	31.23	32.28	26.54	27.5	26.33	27.28	44.36	46.9
J Palmer	29.47	30.49	26.23	27.18	27.3	27.59	44.22	45.55
T Pillett	26.17	27.12	22	22.46	0	0	0	0
C Pratt	26.17	26.8	20.6	20.48	31.32	32.38	34.53	36.6
D Pratt	24.18	25.9	19.32	20.13	20.36	21.19	33.48	34.58
D Rudling	0	0	0	0	24.25	25.16	0	0
D Rule	23.18	24.6	18.47	19.26	19.3	20.1	33.8	34.17
J Rush	23.59	24.49	18.46	19.25	20	20.42	33.12	34.21
A Russell	25.56	26.5	22.51	23.38	23.46	24.35	0	0
J Shotbolt	30.55	31.59	0	0	25.12	26.4	43.2	44.51
J Swain	27.34	28.31	0	0	22.42	23.29	37.44	39.3
M Trayner	26.2	27.15	0	0	0	0	0	0
D Upton	26.25	27.2	22.6	22.52	21.56	22.42	37.24	38.42
J Weatherley	22.58	23.46	18.33	19.11	18.55	19.34	31.17	32.22
N Webber	24.35	25.26	0	0	20.32	21.15	0	0
C White	0	0	27.19	28.16	28.8	29.7	0	0