



Spindle – May 2011

cycleclubsudbury

Proper cycling is back with a bang. No more five layers worth of clothing on every ride. Even I, donned just cycling shorts and a shirt in this glorious weather we have been having. But I now assume that was our summer, so will it be back to multi layers again. Nice while it lasted though. (And hey, it's still lasting!)

The Evening and Open Time Trial season is now in full flow at last and it's nice to see some new faces turning up.

Usually, we see a gradual improvement in riders times in these T.T.'s, but looking at the result sheets, you all seem to be going for it right from the beginning of the season, judging by some of the impressive rides being done. Keep it up!

This month's issue sees articles from most of my regular contributors, (Where are the new writers amongst you all?) including some useful hints and tips on Audax riding by a cycling novice, early cycle racing memories and the latest results from Open and Evening series T.T.'s., including how to (or how not to!) prepare for the T.T. season ahead by a former champion. And some random thoughts on the vagaries of Audaxes by a very random writer!

A belated thank you to Rob Morse from our favourite Bildeston bike shop, for his generous sponsorship – in the form of cash prizes – on our recent Mad March Hilly Open Time Trial. Much appreciated.

Coming up fast are Cycle Club Sudbury's very own first Audax rides of the year, from Long Melford on Saturday 14 May, organised by *Andrew Hoppit*.

1st) Starts at 8.00am - 200k Raid Essex
A raid from the Suffolk borders into Essex. Route goes west to Gt.Dunmow skirts around the north of Chelmsford. Over the Danbury ridge to the Dengie marshes for half-time at Burnham, then back to base via Bradwell.

2nd) Starts at 9.30am - 100k Four Fords - Wiggly route, but worth it to see back roads of south Suffolk. Depending on how wet it's been there are Four Fords to tackle

CCS also has 2 Audax rides from Bildeston on Saturday 2nd July.

1st) Starts at 8.30am - 160k (100 miles) Castles, Coast and Cornfields, organised by *Roger Rush*. A 100 mile meander, through golden cornfields to the Suffolk coast and back, taking in two castles along the way. (*Well, I had to make the description a bit flowery to try to drum up trade, (which is very slow at the moment) plus for some of you out there, this could be your first 100 mile ride*)

2nd) Starts at 9.30am - 100k Bildeston Lanes, organised by *Robin Weaver*.

The route is broadly circular through very quiet and attractive Suffolk countryside. It uses many of the best country lanes in this part of Suffolk, with very short stretches of minor A-road.

Early entries for events make life much easier for ride organisers (they have a better idea of how much food to get, for one thing!), and are much appreciated.

Full details of all these events are on the AudaxUK website, at

<http://www.aukweb.net/events>.

For those who haven't ridden an Audax before, entry is open to all, not just AudaxUK members. They are 'self reliance' rides rather than against the clock - generous time limits are set between average speeds of 15kph and 30kph, and there's always at least one or two cafe stops available.

P.S. The catering at these events has again been voted best in class by 'What Audax' magazine.

Winter Training – The After Effects

By John Steed

(Note: small children, riders on diets and of a nervous disposition should avoid reading this - Ed)

For anyone not already bored by my explanations of my Evening time trial successes over the last few years, I'll outline my winter training schedule here for you to learn by. I hung my racing bike up after the penultimate round last year and watched the last round on the 26th August from the comfort of my car. This was then followed by a fortnights cruise (5 star hospitality!) where I managed to eat from morning to midnight including all the in between as well as the main meals!

A few weeks rest before an all inclusive week in Benidorm

just as a top up which included burgers at midnight.

There was of course the

odd Christmas lunch at the golf club leading up to a five day all inclusive Christmas at a Holiday Camp.

New Year was a somewhat low key affair and unfortunately I missed the club dinner but a roast dinner once a week kept me going.

Finally a weekend away with friends in Sheffield, where there was lots more party food and drink, got me fully fit for my first 10 of the season.

My bike was taken down off the hook at 5.00pm on 13th April and after another roast dinner; I added a few more pounds to the tyre pressures to take my extra weight and gave it a test spin up the road to make sure the wheels still turned. I was 'fit' for the TT the next day, well, almost! Although a little tender in places after the first TT, I think the rest of the season should be a doddle!!!



Hints and Tips on the Noble Art of Audax Riding

(By someone who ought to know better!)

Some are tongue in cheek, some may have a grain of truth, having been found out the hard way - you choose which to ignore.

1. Audaxes (if that's how you spell the plural) are measured in kilometres; there are 1.61 kilometres to 1 mile. Always quote your distances in k's - it sounds more impressive!
2. Audaxes are not races. It is hard for a naturally competitive rider to remember this, we've all found ourselves dragged along by the fast bunch, which is fine for the first 50k or so, but not so good when the legs start to ache at the foot of a hill as the bunch accelerates away, leaving an exhausted rider to plod on alone, still with 150k to go. The chances are you'll see the fast bunch again at the next cafe stop, probably just about to leave - ignore them, don't be tempted to forgo the chance of tea and sticky buns just to be dropped again with an even harder plod to the next chance to refuel. Stop and eat, slower riders will catch up with you and if you want company for the next leg, wait while they eat and leave with them but don't be surprised if they too drop you, they may be less tired than you having paced themselves better on the first leg.

3. Food is fuel; remember this and you are well on the way to Audax success. Ignore this and even the shorter ride can be an ordeal. Eat before an event, eat during an event (I've found 50 to 60k's between food stops is plenty far enough). Eat before your energy supplies are completely exhausted, energy should be constantly on tap with no peaks and troughs in availability. Beans on toast may be a joke to the unknowing (olde fartes? – Ed) but is standard fare to many seasoned Audaxers. Cyclists need to drink too, after all where's the fun in a pee stop if you don't need to go? Fancy drinks and potions can have a part to play in helping you complete your ride but need to be chosen with care, most of them make me feel sick so I stick to water in my bottle, flavoured with a dash of lemon barley, just enough to take away the taste of the plastic bottle, especially during hot summer rides. Energy gels work but only by giving you almost an instant energy which only lasts for 30 minutes or so, take one when you've got an hour's riding to do and I guarantee you'll feel washed out for the last half hour - after the initial high the inevitable low is lower than the low which prompted you to take the gel in the first place! A good old fashioned strawberry jam sandwich is more effective (cheaper too).

By Brian Mann

C.C.S. Riders - Open T.T. Results - 2011/Feb-March-April

<i>Date</i>	<i>Event</i>	<i>Course</i>	<i>Name</i>	<i>Dist</i>	<i>Time</i>	<i>Notes</i>
Feb 27th	Ely & District CC - Hardriders - Ely	BS19	J.Rush	25	01.07.48	22nd
March 6th	CC Sudbury - Mad March Hilly - Lavenham	BS/24R	S.Wright	22	52.19	2nd
March 6th	CC Sudbury - Mad March Hilly - Lavenham	BS/24R	S.Daw	22	54.37	6th
March 6th	CC Sudbury - Mad March Hilly - Lavenham	BS/24R	G.Hoppitt	22	01.02.22	19th
March 6th	CC Sudbury - Mad March Hilly - Lavenham	BS/24R	S.Hart	22	01.07.19	20th
March 6th	CC Sudbury - Mad March Hilly - Lavenham	BS/24R	D.Rule	22	01.09.03	21st
March 6th	CC Sudbury - Mad March Hilly - Lavenham	BS/24R	M Traynar	22	01.10.38	22nd
March 12th	West Suffolk Wheelers Hilly -Risby	BS31	S.Daw	21	52.09	4th
March 12th	West Suffolk Wheelers Hilly -Risby	BS31	D.Day	21	56.34	15th
March 20th	Maldon & Dist CC - Hilly	E18/18	S.Daw	18	48.22	3rd & h'cap winner
March 26th	ECCA - Newmarket	E2/10	R.Davies	10	23.04	21st
March 27th	Rudy Project Rnd1/Chelmer CC - Finchingf'd	E99/25	S.Daw	25	1.03.59	Vets-6th
March 27th	Rudy Project Rnd1/Chelmer CC - Finchingf'd	E99/25	D.Day	25	01.07.46	Vets-16th
March 27th	Rudy Project Rnd1/Chelmer CC - Finchingf'd	E99/25	S.Kirk	25	01.12.38	Vets-33rd
April 2nd	VTTA - Newmarket	E33/25	J.Rush	25	01.03.01	13th
April 2nd	VTTA - Newmarket	E33/25	D.Day	25	01.04.54	18th
April 2nd	VTTA - Newmarket	E33/25	B.Law	25	01.32.08	44th
April 3rd	Haverhill Wheelers - Haverhill	BS/5R	S.Daw	20	48.50	5th
April 3rd	Haverhill Wheelers - Haverhill	BS/5R	S.Kirk	20	56.43	19th
April 9th	Lea Valley CC - Newmarket	E2/25	R.Davies	25	56.40	38th
April 9th	Lea Valley CC - Newmarket	E2/25	J.Rush	25	56.50	40th
April 9th	Lea Valley CC - Newmarket	E2/25	D.Day	25	59.16	64th
April 9th	Lea Valley CC - Newmarket	E2/25	B.Law	25	01.17.44	102nd
April 10th	Rudy Project Rnd2 - Bassenthwaite, Cumbria	L152	S.Kirk	15	41.00	Vets-27th
April 16th	Elite CC - Gt Dunmow	E91/10	S.Daw	10	23.34	9th
April 16th	Elite CC - Gt Dunmow	E91/10	J.Weatherley	10	26.58	40th - PB
April 16th	Stowmarket & D CC - Debenham	BS33	J.Rush	20	47.37	
April 16th	Stowmarket & D CC - Debenham	BS33	S.Kirk	20	52.53	
April 16th	Stowmarket & D CC - Debenham	BS33	B.Lee	20	59.38	
April 17th	VC Norwich - Bungay	BS25/4	R.Davies	25	56.21	10th
April 17th	VC Norwich - Bungay	BS25/4	D.Day	25	57.38	16th
April 17th	VC Norwich - Bungay	BS25/4	J.Rush	25	D.N.F.	Puncture
April 17th	Elite CC - Gt Dunmow	E91/25	S.Daw	25	59.42	3rd
April 22nd	ECCA - Chelmsford	E9/25	J.Rush	25	01.01.36	15th
April 22nd	Rudy Project Rnd3 - Buxton, Derbyshire	J8/3	S.Kirk	33	01.15.19	Vets-33rd
April 24th	VTTA - Rougham, Bury St. Edmunds	B10/38	J.Rush	10	23.05	6th
April 24th	VTTA - Rougham, Bury St. Edmunds	B10/38	D.Day	10	23.46	
April 30th	ECCA Festival - Newmarket	E2/10	J.Rush	10	23.45	18th
April 30th	ECCA Festival- Newmarket	E2/10	D.Day	10	24.05	26th
April 30th	ECCA Festival– Six Mile Bottom, Newmarket	E33/10A	S.Daw	10	22.55	5 th PB (modern day)
April 30th	ECCA Festival – Six Mile Bottom, Newmarket	E33/10A	J.Weatherley	10	25.52	10 th PB
	Fastest time to date =		* = Club Record			PB = Personal best

Open Time Trial Result Round-Up

The table above shows the results from the first three months of Open T.T.'s. Highlights show Simon Daw is virtually 'on fire' at the moment and has been rarely out of the top six. Simon & Jonathan Weatherly both rode the ECCA 10 on the E33 this Saturday and both produced P.B.'s in the process, despite the windy conditions. (JW by nearly a minute!).

Also going well is Damon Day who clocked a credible 57.38 in only his 4th 25 of the season and improves with nearly every ride.

Stewart Kirk has escaped the confines of the East Anglian Opens by also competing in the vets National Rudy Project Series and has already seen action in Cumbria and the Peak District.

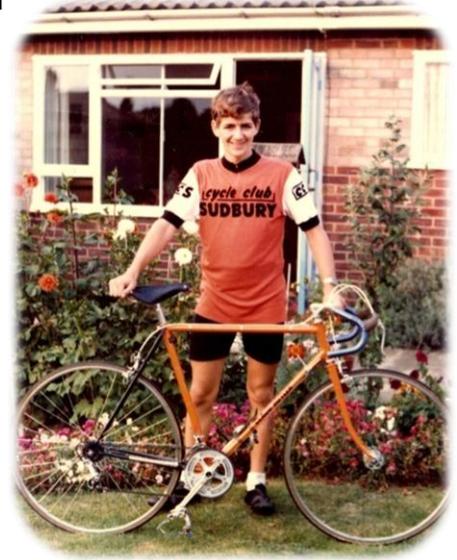
My Early Memories of Cycling and CC Sudbury. *By Viv Marsh*

I've never bought a new bike. Not a new, new one – off the shelf from a bike shop. The nearest I came was my first road bike which claimed to be a Claud Butler but they were really made by Holdsworth in the late 1970s. As a child I'd had a Halfords Imp with solid rubber tyres, some sort of Range Rider (possibly an Enfield) which was cool as it not only had inflatable tyres – but they were white, and a Hercules Jeep. This felt like it was made of solid iron but it had a 3-speed hub – so I thought it was fast! They each weighed about a ton but were iconic 1960's children's bikes. All of them were previously owned by my brother of course, but I didn't care – we didn't in those days. My grandfather helped me refurbish and repaint the Hercules in a kind effort to make it more 'mine'. I remember best of all was covering the whole of the (flat, steel) handlebars with blue toweling tape. Now that was really cool. We used to ride to the top of Sheepshead Hill in Cornard and then hammer back down in an effort to be beating the 30mph limit at the bottom (in those days the hill ran straight down into Canham's Road without any junctions). Of course we had no speedo so could only guess our actual speed. We didn't consider ourselves cyclists but we often rode these iron horses to the seaside at Mersea or on picnic trips into the countryside. My father used to cycle the length and breadth of the country in his youth (as a lot of people did in the 1950s) and gained a reputation for cycling

from his home in Croydon to relatives in Dorset in a day. Although we now lived in Suffolk, which was substantially further away, my brother similarly cycled to visit the same relatives in Bridport in the mid 1970s. So it became my moral duty to do likewise when I was old enough.

So when I was about 12, I decided I wanted a 'proper' bike. Father Christmas never hinted at bringing me a bike like he did for some of the other kids but I was happy with the suggestion of getting my bike in several stages over a few Christmases and birthdays. I also had a small part-time job from which I saved up. It seems odd now because this must - even then - have been an expensive way to buy a bike but I didn't question it. When we came home from Colchester Cycle Stores with 'my' Claud Butler frame after my 14th birthday I was very happy. I can't remember the model but it was orange and black and cost £69.50.

I hung it with pride in my bedroom from October '79 until Christmas when it gained a pair of wheels, Cinelli 64 handlebars and a Brooks



B17 saddle. It hung there a few months longer but by February 1980 it was completed with an SR 40/52 chainset, Weinmann 703 brakes, Shimano 600-EX alloy gears, and a Regina 14-up, 5-speed freewheel (10 gears!). Shimano was the new kid on the block then – most bikes came with Huret or Suntour steel gears. I was so posh. Altogether it cost about £250, which was a lot of money to me in 1980.

And I loved it. Best of all, none of my mates had anything like it. I fitted it with mudguards and a saddlebag and started planning various outings, discovering new territories around Essex, Suffolk and beyond. Of course the main objective that summer was to pedal to Dorset – to fulfill my destiny – which I planned to do with John Skinner, a friend of mine from Scouts. One night after school, I called for John. His mum told me he was round at Great Cornard Upper School with his new cycling mates.

Intrigued, I went round and walked in to what must have been one of the very first Cycle Club Sudbury club meetings. Organised by Harold and Pat Raymond, catered by their daughter Christiana and somewhat begrudgingly attended by a kid I vaguely knew from school – their son Kevin. The next thing I knew, I was reading Cycling magazines and Len Finch was drilling me with what I needed to do to get started racing. But I didn't want to race, I wanted to tour – Audax, sportives and MTB hadn't been invented yet, and BMX was just for little kids – you either raced or you toured. But I enjoyed the club's ambience, John, Kev and I had all made friends and so I readily joined the club anyway in March 1980.

John and I did the Sudbury-Dorset trip, covering over 600 miles. We took three days each way, staying in Youth Hostels on the way. I was 14, John was 15. It was blisteringly hot (as all summers were then) and we both burned ourselves red in the days before sunburn was illegal. Afterwards of course we were even more cycling mad and despite my early intentions, racing, very soon became the main reason for living.



We got involved with whatever the club was doing – and it was doing a lot. In those days the time trial was run on a Tuesday night from Cramphorns (now Wyevale) on the Newton Road out to Leavenheath where we turned round a marshal, who bravely stood in the middle of the road near the Hare & Hounds. I did my first 10 in April 1980 and did a 31:21. By July I'd improved this to 26:55. Thursday night was club night at the school and Sundays saw large club runs going off into the countryside in woolly jumpers and woolly shorts. As well as us, mums, dads, wives, girlfriends, kids and friends all came along. They were slow of course but very popular. Later on these would split into smaller groups the faster of which was a proper training ride. Wednesday night was circuit

training so it really was a full diary. We rarely missed any of them. The mudguards and saddlebag were dispensed with and orange jerseys (which happily matched my orange bike) first became 'de rigueur'.

Later in the year the club organised a mini-bus to the last ever London 6 held at Wembley Arena and I was lucky enough to be able to go. It was a truly thrilling experience and I will never forget Patrick Sercu's amazing antics in the 'Devils'. The Reliability Trial was established and quickly became popular. At least once we all rode in the Sudbury Carnival and even entered the Fun Run. The Boxing Day event was always a fancy dress time trial run from the Saracen's Head in Newton. I remember John Malseed would bring his penny-farthing (ordinary bike) and other antiquated contraptions and everyone would join in the fun. After drinks in the pub we'd all go back to Harold's house on King's Hill for a party that seemed to go on for days.

I'm not good at names but apart from the Raymond's I can remember Brian and Pat Webber and their family, Brian Nixon, Len, Colin Dales, Peter and Marlene Bloomfield and family, Stan Nicholls, Jack Seeley, Bill Carrigan and Tony Hall (whose son Malc had cycled to Dorset with my brother). I did my first races on that bike but little by little I replaced the Japanese bits with cooler Italian bits and eventually even my beloved frame was upgraded to the Barry Chick that I'm still riding now over 30 years later. I kept the Claud Butler as a fixed winter bike for a season or two but because it wasn't really a racing bike, one sad day, I sold it on to a friend who promptly had it stolen. How I'd love to have it back now.

Rose tinted glasses are a wonderful thing but those early days of the club are amongst the happiest of my childhood memories and most likely the reason I came back to it many years later.



Audax Mistax and Other Random Thoughts.

By a Very Random Mark Gentry

We were struggling against the wind, on a high plateau, discussing the next direction on the route sheet, when a chap, a local chap, (c'mon Mark, name names – Ed) put us right. I thought he seemed a bit full of himself, but not unpleasant. We continued fighting the wind, we ahead of

*N.Grainge		23.45	25.42									
R.Harman												
C.Harris												
*C.Hill		22.09	22.59									
A.Hoppit		24.48	24.48									
G.Hoppit	26.12	20.50	22.49									
*A.Kennedy	25.33		21.57									
S.Kirk	26.27		21.59									
W.Kitchen												
B.Law		26.13										
T.Law												
*S.MacKay	30.38	22.11										
T.Mansfield												
B.Mann	29.03											
B.Marsh												
J.Marsh			27.09									
V.Marsh			22.47									
B.Mayers												
*S.Mayes		23.01										
L.McKnight	32.22	26.31	29.07									
*T.Moore	34.41	27.21										
J.Newton		22.37										
G.Palmer												
*A.Pettit	24.26	19.38										
T.Pillet	26.56	21.38	22.51									
D.Rose												
*C.Rowe			27.20									
D.Rule	29.31	22.58	24.38									
J.Rush	23.41	19.20	20.18									
A.Russell		22.14										
J.Shotbolt												
M.Shotbolt	24.53	19.30	20.18									
*J.Shuster	23.51											
J.Steed	35.17	26.41	29.16									
*M.Toone	22.51	18.48										
M.Trayner	31.05		25.35									
S.Tyrrell												
J.Weatherley	27.44	21.54	22.51									
*D.West		19.39	20.21									
*C.Woodley	25.47											
S.Wright			18.47									

* Name = Guest Rider or 2nd Claim Member
 Highlighted box = Fastest time of the evening

