



Spindle – November 2011

cycleclubsudbury

With the time trial season just about wrapped up, there is only our own Hill Climb left on the sporting calendar on Sunday 6th November. The entry list is shown further on and includes 5 CCS riders. Not as many as we would have liked to have seen, but I suppose you have to be slightly sadistic to willingly endure nearly a minute of full on pain! The event also doubles as the East District Hill Climb Championship so some of the region's top hill climbers will also be riding. It's always worth a ride over to have a look and the 'hill' has a special ambiance not found with the other disciplines of the sport as the spectators and supporters always make plenty of noise. And for the first time, those errant horse boxes and tractors won't be spoiling proceedings as the course will be closed to traffic for the competition. Semer village hall will be the 'café' stop, so there's no reason not to be there. First rider off will be at 11.00am.

As I write this, the first serious rain for a long time has arrived and served as a reminder of the decent weather we have had this autumn. I was lucky enough to have a ride out recently into 'foreign' lands as my riding partner/guide took me out to the foothills of the Chilterns. Nothing special in that, you may say, but going out into a Force 8 wind (well, a pretty nasty one) saw me groveling along at a pitiful speed (big bloke into headwind = much cursing and moaning) and rarely getting into double figures. The haven that was the café stop was alongside a canal lock and was very welcome. After the obligatory large piece of cake and cappuccino, we turned back with the wind on our backs. I can honestly say that for the first mile, I was freewheeling at 20mph and finally enjoying the day. It then struck me that I quite fancied forming a new branch of our club. I imaginatively christened it the 'Backwinders Bunch' and would comprise of buying an old van with seating and bike carrying capacity so that we could be driven (into the wind) and released about 50 miles from away to

happily pedal/freewheel all the way home. What a brilliant concept! Anyone interested? Just imagine doing 100/200/300km audaxes using this method.....

Editor's new P.B.!

Anyway, one evening this week I came back down to the real world and found myself just starting the return leg of a night ride (ok, it was only an 18 mile round trip) when the rear tyre cried enough of carrying my weight around all summer and promptly went flat. What to do? Stop and fumble about in the dark (it really was in the middle of nowhere and very dark – and I'm not very brave!) or heroically press on, out of the saddle, for 7 miles. I took the latter option and hoped for the best. I had soon given up on not using the saddle and wobbled along the lanes just about in control. The noise was very concerning and embarrassing especially when I passed a couple of walkers. (*No torch, black coats and frightened the life out of me!*) Nearly an hour later, I rumbled up my driveway completely knackered. Tyre was err....destroyed and followed the tube into the bin. The rim was none the worse for wear (I think!) and soon had a proper tyre back on it (Schwalbe Marathon Plus) to replace the flimsy so called summer tyre.

So my new P.B. is now 7 miles on a flat which beat my previous record (*entering Stevenage, finishing an audax, getting dark and not the place you really want to stop in to mend a puncture!*) by 6 miles. Can anyone beat that or do I get the cigar?

New Members

Recent new members include.....
Mark Jay, Lawshall; recently rejoined after going missing in action for a few years. He was active in the Club in the past and was Spindle's editor when I joined the club. (So blame him!). He was/ still is/is going to be again, a very good time

triallyer and hillclimber and was part of the CCS teams that still hold 3 of the Club's Team TT records at 10, 25 and 30 miles, established in 1993 and 2000.

Also...*Tim Radford, Sudbury.*

&.....*Kirsty White, Great Cornard.*

These 3 members were recently seen competing at the Speed Judging competition and claimed the first 3 places. While Kirsty and Mark helped CCS to win the recent Dalham Hillclimb!

We only sign up the best!

Dates for your diary

Sunday 6th November: CCS Hillclimb at Semer Hill. Start 11.00am

Thursday 17th November: UCI TRACK WORLD CUP TICKETS FOR OLYMPIC VELODROME 17 – 19 FEBRUARY 2012 RELEASED BY TICKETMASTER;

Link to Ticketmaster and event details on the website homepage at www.cycleclubsudbury.com

Probably the only chance to savour the new Olympic velodrome as, if like the majority of us, you also failed to get Olympic tickets.

Saturday 12 November: Hellesdon, Norwich: Audax - Norfolk Nips 1 100k ride.

Saturday 10 December: Hellesdon, Norwich: Audax - Norfolk Nips 2 100k ride.

Thursday 24th November at 7.30pm A.G.M. Stevenson Centre, Gt. Cornard

Would any members wishing to have a motion or Rule change included in the AGM Agenda please inform the Club Secretary Nick Reed or David Fenn by the 10th November this will give us sufficient time to include it in the Agenda which has to be circulated to members by the 17th of November.

Would all members holding club Trophies please return them at the AGM, alternatively to Peter Whiteley by Friday 25th November at 133 Melford Road, Sudbury, phone first on 01787 375269.

Thursday 8th December. Quiz Night at 7.30pm Stevenson Centre, Gt. Cornard.

Thursday 12th January : Subs Night At 7.30pm Stevenson Centre, Gt. Cornard

Saturday 21st January : Presentation Evening The Club Dinner and Prize Presentation is to be held on January 21st 2012 at the Bull Hotel in Long Melford, so all you club members and prize winners please mark this special date down on your calendar. In an attempt to attract more members to attend, the price of the meal is to be subsidised from club funds.

The price for adults has been set at £17.50 for a three course meal plus coffee, juveniles and junior will be £10.00. Menus will be circulated in December. There will be 60 places available on a first come first served basis.

Dalham Hillclimb Results. By Simon Daw

Five CCS riders turned up for the inter club hill climb at Dalham on a chilly but bright Sunday, October 16th. The event was spread over pretty much the entire morning, because the CC Sudbury and West Suffolk Wheelers websites detailed different start times! In the event, Jonathan Weatherley and I turned up at the earlier time; Mark Jay, Kirsty White and George Hoppit arrived later, and were given separate rides from the rest of the field.

There were fifteen riders in total - none from Haverhill Wheelers - so we were outnumbered by two to one. Our five was the exact number of team riders required, so every rider had to count! I set the fastest time by about 2.5 seconds on the first - longer - climb, with Mark, riding his first event for seven years, in third place. The second climb is shorter, and Mark powered up it to set the fastest time. When the times for the two climbs were added together there was a draw for first place between me and Lee Sole (WSW), with Mark in third place. George was fourth and Jonathan fifth - so CCS had filled four of the top five places! Kirsty battled in for fourteenth place, and her placing was enough for us to clinch the team award.

Official Result Listings

			Time				
	Name	Club	Hill 1	Hill 2	Total Time	CCS	WSW
1=	Simon Daw	CCS	1:56.81	1:13.77	3:10.58	50	
1=	Lee Sole	WSW & Tri	1:59.22	1:11.36	3:10.58		50
3	Mark Jay	CCS	2:01.98	1:11.82	3:13.80	48	
4	George Hoppit	CCS	2:02.61	1:19.07	3:21.68	47	
5	Jonathan Weatherley	CCS	2:06.17	1:19.84	3:26.01	46	
6	Adi Barbrooke	WSW & Tri	2:05.57	1:24.64	3:30.21		45
7	Boyde Nicholas	WSW & Tri	2:11.98	1:21.52	3:33.50		44
8	Julian Long	WSW & Tri	2:07.28	1:26.90	3:34.10		43
9	Michael Lawson	WSW & Tri	2:15.02	1:25.64	3:40.66		42
10	Lewis Elson	WSW & Tri	2:15.81	1:32.25	3:48.06		
11	David Young	WSW & Tri	2:21.87	1:36.05	3:57.92		
12	Rob Norman	WSW & Tri	2:39.63	1:48.32	4:27.95		
13	Henry Wood	WSW & Tri	2:41.25	1:49.46	4:30.71		
14	Kirsty White	CCS	3:06.87	2:06.45	5:13.32	37	
15	Brian Aldis	WSW & Tri	3:18.99	2:15.65	5:34.64		
					Total Points	228	224

Start List for the.....

Cycle Club Sudbury Open Hill Climb at Semer Hill on 6th November 2011

No.	Name	Club	Cat	Start Time	Time
1	Graham Collins	Ipswich Bicycle Club	Sen	11:01	
2	Jayne Williams	Ipswich Tri Club	L	11:02	
3	James Rush	Cycle Club Sudbury	Sen	11:03	
4	Adrian Whiting	Wisbech Wheelers	V	11:04	
5	Robert Harman	Cycle Club Sudbury	V	11:05	
6	Karen Eaton	Wolsey Road Club	LV	11:06	
7	Stuart Emmett	Wisbech Wheelers	Sen	11:07	
8	Jonathan Weatherley	Cycle Club Sudbury	Sen	11:08	
9	Greg Andrews	Colchester Rovers CC	V	11:09	
10	Simon Scott	Anglia Velo	Sen	11:10	
11	Sandra Mackay	XRT Elmy Cycles	LV	11:11	
12	Paul Rippon	Ipswich Bicycle Club	V	11:12	
13	Patrick Cook	Ipswich Bicycle Club	Jun	11:13	
14	George Hoppit	Cycle Club Sudbury	Sen	11:14	
15	Antony Birt	Ipswich Bicycle Club	Sen	11:15	
16	James Shillaw	Stowmarket & District CC	V	11:16	
17	Steve Willet	Plomesgate CC	V	11:17	
18	Rebecca Taylor	Wisbech Wheelers	L	11:18	
19	Tom Stephenson	Colchester Rovers CC	Sen	11:19	
20	Ben Capsey	Stowmarket & District CC	Sen	11:20	
21	Darren Rule	Cycle Club Sudbury	Sen	11:21	
22	Daniel Zagni	Ipswich Bicycle Club	V	11:22	
23	Adrian Pettitt	Stowmarket & District CC	V	11:23	
24	Peter Ingram	Ipswich Bicycle Club	Sen	11:24	
25	Will Bamber	Cult Racing	Sen	11:25	
26	Paul Moss	Stowmarket & District CC	V	11:26	
27	Lea Marshall	Essex Roads CC	LV	11:27	
28	Ralph Keeler	Essex Roads CC	V	11:28	

2011 Duathlon Age Group World Championships Gijon, Spain - 25th September

By Barbara Law

I reported on the European Duathlon Champs in an earlier Spindle and said that I hoped to be in Gijon in Spain for the Worlds. Little did I know, those 8 weeks before the event I would be knocked off my bike during a time trial on the A11 and would be struggling to be fit enough to compete. Anyway, after an enforced lay off, having "got back on the horse" as they say and

ridden a few more time trials on the A14 and A11 (the last one meant riding past the actual Spot!!) we were off to Spain on Tuesday afternoon.

Armed with lots of painkillers and having just had another treatment from the osteopath, Terry drove us to Portsmouth to board the ferry to Santander in northern Spain. This proved to be a very good idea on his part as we would have had a 1000 mile car journey. Instead we spent a relaxed 24 hours on a very civilised vessel. The cabin was tiny and had bunk beds but I managed the ladder even after a glass or so of red!

We docked at tea-time, collected the key for the flat we were renting in Gijon and eventually after a lot of hassle (and driver/navigator shouting) with a gps system which wouldn't accept the address found the hotel for our overnight stay just outside Santander.

On Thursday lunch time we arrived at our apartment which was situated very close to the promenade and we could see the beach and wonderful surf from our window – a bonus. Later we found out I would race up and down the promenade and we were able to watch some of the junior, U23 and elite athletes from our window the day before my race.

The next few days were spent registering and trying to work out the run and bike courses and we were able to ride most of the bike course twice. During the race, however, I had to do a fairly tight U turn just before a roundabout and this I did not know about until I actually reached that point – still I knew what to do on the second lap.

GB team briefing, photos and the official opening ceremony filled more time and then it was race day.

Over the last week I had taken enough painkillers to fell an ox plus some red wine which seemed to work for short periods. On the day I just had a few paracetamol. My start for women 40+ (about 110 of us) was the last of 7 waves starting at 4 minute intervals and just before that I was lying on the track in the stadium. Others probably thought I was stretching but I was just trying to get rid of the pain in my back and I didn't do a warm up!

Off we went on the run – 4 laps of 2.5k (6 miles)

– flat but with one nasty section of cobbles with big gaps and liberally sprinkled with leaves,



acorns and conkers! My legs felt like lead and I was 3 or 4 minutes slower than I had hoped. Into transition in the middle of the stadium – helmet on, shoes changed and run out with bike. Mount after the line and off on the bike course.

This was 2 laps of just under 20k (24 miles total) with a 3 mile hill after the first few miles. A sharp turn at the top and the downhill – great – except that my leg got cramp and I free wheeled down with one leg stuck straight out – then into town,

along the prom another U turn at the end and back towards the stadium to do it all again. I panted a lot up the hill but didn't cramp again. I can't do those fancy dismounts with your shoes attached to the pedals – so a fairly dignified stop, dismount and then into the stadium to transition trying to make my legs start running. Rack bike – damn – the aero bars got caught up with the next bike on the rack and one of the officials is watching me – wasted time – helmet off – change shoes again and off for the final 2 laps of the run. I didn't know that I was 5th out of the 6 in my age group by then. I knew the New Zealander and American who beat me in Edinburgh were about three hundred yards ahead. I tried to run steadily and gradually overtook both of them on the first lap eventually beating them by 4 minutes which pleased me. I knew the Canadian girl who had won the last few years was some way in front but didn't know that a “new” American was in front of her but was very pleased to finish in 3rd place.

In the evening, after a Spanish buffet and a few more glasses of red wine, I was very proud to stand on the podium draped in a union jack to receive my bronze medal. Next year's world champs will be in Nancy in France.



Barbara.....

p.s. My back spasm finally let go a week after the race so hopefully no more pills for a while – but maybe still a little red!!

p.p.s. The GB team was one of the largest and in my event – standard distance we came home with 7 gold's, 7 silver and 8 bronze plus another 10 medals in the shorter sprint event.

An Olde Worlde Report

by a very olde worlde (and wacky) Brian Mann

'And lo it came to pass that as the old farts were feasting in the house of Peter, one of their number spake saying "Where shall we go next week?" and Old Nick (he's a bit of a devil that Mr. Reed) answered saying "The Lord (Oakshott) and I have a route for you!" and they were sore afraid.'

One summer Wednesday six CCS riders by way of a change travelled to Waltham Abbey intent

on riding south following the River Lea navigation, passing the site of the 2012 Olympics, as far as the Thames at Limehouse. Returning by the same route, apart from a small detour, gave us a total of 57km which took 3 hours 36 minutes – a statistic which shows it was not quite the doddle we'd expected.

Normally on Wednesdays we meet (taking turns to play host) at 9:15am, drink tea and scoff biscuits, leave at 9:30-ish for a 40 mile round trip, always with a café stop for tea and cakes before returning to the host's house where we attempt to eat more cake before going home to see how much weight we've gained ! As many as 14 riders attend these rides but of course numbers fluctuate throughout the year.

Anyway, Mac, John Oakshott, Nick Reed, David Miller, Steve Lloyd and myself (Brian) met in the car park at Waltham Abbey at about 10:30am and after buying tickets and making sure we were all parked properly between the lines (we've all heard tales of officious parking wardens) set off to find the river, knowing then that all we had to do was pedal south and keep out of the wet stuff.

Going down the slope to the towpath was like entering a different world, no road noise, no cars – peaceful and best of all flat! Mac was brought up in these parts and was soon reminiscing about a childhood playing by the river which was now filled with houseboats instead of the barges as he remembered.

Our route took us past Enfield Lock, then Pickett's Lock, every now and then changing from one side of the river to the other, all the while passing through places and under roads I've spent a lifetime travelling on. It's a job to recollect where we were when we had our first café stop. I think it was just south of the Lea Valley viaduct (North Circular Road) but could just as easily be near Ferry Lane (A503) or Lea Bridge Road (A104). The trouble is there are no meaningful signposts when cycling mostly below road level, anyway the café was a welcome sight after about an hour's riding, which included a nightmarish diversion due to repairs to the towpath requiring us to retrace some of our route then take to a main road, turning into a Tesco car park, skirt round a giant Ikea store, then pick our way along an industrial estate road which looked like it hadn't been repaired since the last war !



'And it came to pass one of their numbers ordered the last of the bread pudding and sat outside in the sunshine to escape the moans and groans of his companions but when the others joined him at the table they too had bread pudding for there was a miracle' – a good supply under the counter! Leaving the café, the Lord (Oakshott) spotted Gwyneth the houseboat moored nearby and resolved to photograph it on the return journey (John's wife is called Gwyneth). By Walthamstow Marshes the going got decidedly harder with Mac and I struggling to cycle with our road tyres through the sandy surface which stretched for half a mile.

'And lo, one of their number cried "Lord, what is the meaning of life?" and the Lord (Oakshott) pondered and squinted and verily went cross eyed then spake saying "The meaning of life is 88" and they believed and smiled and pedaled silently along, lost in their own thoughts' (Apparently a well endowed female with 88 emblazoned across her t-shirt passed them by!! – Ed.)

At last we arrived at the site of the 2012 Olympics and another diversion away from the towpath, now when a road is closed, motorists get diversion signs at every junction until they are back on the right route, cyclists get a map pinned to a lamp post which they are supposed to memorise no matter how complicated the route, without the Lord's sat map on his handlebars we'd probably still be in Hackney. So, at last safely back on the towpath, where we went after that is anybody's guess, I am writing this with a London map beside me and I think we followed the Hertford Union Canal which joined the Grand Union Canal and led us to Limehouse where the Lord and the Devil took us up a flight of steps to a square with fountains and a very posh looking café, being by now very hungry we didn't worry about finding a cheaper place and ordered and ate. Appearances can be deceiving and Limehouse prices were no more than we are used to around here. After eating we biked around a couple of corners and were rewarded with a riverside view of the Thames with Canary Wharf to the left and the Gherkin to the right, and then we set about the return journey. This time I think we went via Limehouse Cut under the Blackwall Tunnel approach road to yet another unsigned diversion by the Bow flyover, but the trusty sat map came into play once again and despite flirting with the slip road for the A102M we at last found the towpath and pedaled north, doing the return leg with no further stops.

Although returning via the same route could be boring I think the concentration involved in keeping out of the wet stuff ensured our minds didn't wander too much. We navigated round Ikea and through Tesco without incident and eventually back to the car park, tired and slightly sun burnt. All in all, a tiring but enjoyably different ride.

'And they found the car park and their cars where they had left them and lo, no traffic wardens had visited and they rejoiced, saying "verily thou art a wise Lord (Oakshott) thou hast delivered us from the tribes of London, never again will we doubt your sat map" and they returned home, rejoicing'.

ECCA Hillclimb.

Our redoubtable rider of many categories, Simon Daw, recently rode the fearsome Baddow North Hill, ECCA Hillclimb. It concurs with my thoughts that he's one cog short of a cassette (see pic!), as it's one of the nastiest bumps in Essex, and why would you want to ride it, not once, but twice at full speed. To his credit though, his combined time for the two ascents of 3min 34.8secs was good enough for 3rd place overall. A good 'sign off' ride for Simon who has enjoyed a very successful season.



Time Trialler turned downhill Mountain

Biker...by Rob Davies

Mountain Biking in Les Gets in the French Alps.....

My wife, son Jack and I had a 7 night holiday downhill mountain biking in the French Alps based in a Les Gets which is about 2 miles from Morzine. The holiday was booked on the internet with Alpine Elements and covered flights, accommodation and food. Les Gets and Morzine have many downhill bike runs and lots of sign posted cross country runs. The roads in the area were also a mecca for road cyclists who enjoy punishing long hill climbs.

The downhill runs are graded by difficulty ranging from difficult to beginner as are the cross country runs.



At the beginning of the week you can purchase a lift passes by the day or any number of rides. You then hang your bike from the chair lift in front and sit in the next lift to the top of the run. The Chavannes Express takes about 15 minutes to take you to the top of the main downhill run. This run is extremely steep and has lots of breaking bumps which makes having full suspension a big advantage.

However lots of good riders did all the downhill routes on a hard tails. I took my own bike out in a bike bag after removing handle bars, pedals, rear derailleur and wrapping in bubble wrap. Removing the rear derailleur is a must because the airport handlers are not very gentle on the bikes. You can hire bikes in Les Gets from lots of places and they come with all the protective equipment which you need.

The first time Jack and I descended the main downhill course on the hard tail bikes that came with the holiday, took us almost 14 minutes.

However using proper downhill bikes and after much practice, Jack had this down to 6 minutes. The safety equipment including full face crash helmets is essential as we found out the hard way, or at least Jack did. On day one and on his third run, he went over the handle bars on a double jump and knocked himself out! Despite this he was back riding the same course wearing a full face helmet the next day.

I personally enjoyed the cross country rides more than the downhill ones which are tough on the wrists due to all the braking bumps. The cross country can be hazardous particularly when it rains but the views from the top of the mountains make it worth the effort. If you use the chair lifts well you can minimise the amount of climbing you have to do.

The area also has white water rafting, canyoning, horse riding and for the extremely brave, paragliding. Most of the people on the holidays were families and not everyone did the downhill because it is dangerous. There were plenty of broken wrists and dislocated shoulders. That said, it is a very enjoyable activity holiday and I would recommend it to anyone who enjoys mountain biking with a bit of a challenge thrown in.



