



As soon as someone mentions 'its autumn already' how come the temperatures plummet alarmingly? Going out on the bike at the moment requires more and more layers of clothing to keep warm. Has anyone out there found a foolproof answer to continually having cold feet on every ride through the winter? If so, please let me know as I've tried most things with no success.

I've taken the precaution of fitting 'industrial strength' tyres already (Schwalbe Marathon Plus) and despite the fact they look very agricultural and not very cool on my best bike, I go out with the knowledge that barring a road full of tacks or sharp nails, I'll make it through to spring with no need to get out the tyre levers and spare tubes. (That's the kiss of death then!)

This month's edition includes a little gem of an account of a ride to middle France, a mere 62 years ago! I've been told this tale by Mac many times and have badgered him for a few years to put it down into words so we can all share it. Consider when reading it, that he was only 16 at the time and to bike to a region in mid France not long after the war, must have been a huge adventure and a minor feat of endurance.

Lovely little tales like this, need to be recorded for future reference and would ask all of our senior riders to dig deep into their memory banks and share their tales with us. Modern day ride accounts are the staple diet of Spindle, but the near forgotten stuff from a bygone age are just as important. I'll be badgering our seniors for more of the same.

Also, Andrew Hoppit's impressive account of tackling the Giro's mighty passes this year is also an inspiring read.

2011 Tour de France

Next years T de F route has just been released and the nearest stage to us will be the 226km Dinan – Lisieux which takes them across Brittany/Normandy. An easy drive from the ferry port of Caen would be the best bet for anyone keen on a day out, or a couple of days if you take the bike.

The link below gives details

http://www.letour.fr/2011/TDF/COURSE/us/le_par_cours.html

New CCS Open 10 mile TT. Course.

After much to-ing and fro-ing with the relevant authorities, we have been given the go-ahead to run our new TT course. It will go by the name of 'The Mad March Hilly' and will take place on the 6th March 2011.

The course number will be **BS/24 Revised**. Starting at Lavenham, it continues through Gt.Waldingfield, Newton Green, Boxford by pass, Hadleigh by pass, then across towards Semer, before turning left through Monks Eleigh and back to Lavenham.

It will be approx 22 miles long and will hopefully pull in more riders than the previous Lavenham 10mile Open TT's managed to do.

Interclub Hill Climb

This annual event took place recently over 2 hills at Dalham. With two of our regular hill climbers taking part in the 3-up on the same day, CCS was represented by Simon Wright and Brian Mann.

West Suffolk Wheelers had 6 riders and Haverhill Wheelers the same as us with 2, in what is always a poorly supported event. Simon upheld our honour though as he was fastest on both hills with a combined winning time of 3mins 01secs.

Ultra reliable Brian claimed 6th place overall. Note to CCS riders; more support required next time, please.

Diary Dates

Nov 4 Training talk at Stevenson Centre 7.30
Nov 7 CCS Open Hill climb Semer 11.00
Nov 7 ditto above – Sunday club run to same.
Nov 25 CCS AGM. Stevenson Centre 7.30
Dec 9 Quiz night. Stevenson Centre 7.30
Jan 13 Subs night Stevenson Centre 7.30

Shorter Club Run

Sunday 7th November, and the first Sunday in every month. A shorter club run for people who haven't done a Club run, new members and those thinking of joining – everyone else welcome as well. About 25-27 miles, speed that of the slowest rider, cafe stop halfway. Just turn up! Bring your friends and relations. The Nov ride will be out to Semer, leaving Market Hill Sudbury at 9am, to watch the Open Hill Climb – refreshments available.

1948 Tour de France

By Mac McDermott.

Soon after leaving school in 1946, my parents were concerned that I had been mixing with a couple of old school mates and had been frequenting the local snooker hall a bit too often, which in those days, were rather sleazy places. So they came up with the idea that perhaps if I had a bike, I'd find cycling more enjoyable.

In due course, Mum and Dad scraped together about five pounds and I was soon the proud owner of a new Wearwell bike with dropped handle bars and cable operated brakes. I gradually started finding my way around the lanes of Essex and Hertfordshire borders. I was often passed by groups of other riders, and one Sunday a couple of guys slowed to my pace, and started chatting. The outcome of this chance encounter was that I became a member of the North London CTC.

I soon got used riding in a large group, and regularly went on the weekend club runs. After a year or so my Wearwell was replaced with a new hand built Claud Butler. During this period I met Alf Graves. Alf was 10 years older than me and became a life long friend, and introduced me to the Century Road Club; I'm still a member to this day.



In the spring of 1948, Alf told he was going on a cycling holiday for a fortnight, and was going to visit a family he knew who had a farm in the Chartres region, south of Paris. From there, he planned to head to Clermont Ferrand to explore that region and asked me if I would like to go with him. I thought it a good idea but was not sure what my parents would think about it. Alf assured them he would take care of me, but this statement turned out to be the laugh of the year. July saw us set off on the first leg of Alf's planned route, from North London to

Newhaven and the first B & B of the holiday. Next morning we boarded the ferry to Dieppe. The method of loading cars, bikes, and heavy luggage was somewhat different than today's drive on – drive off method. The cars, bikes, and heavy equipment were all craned on board. After a smooth fine crossing, we were soon on the train to Paris. Next day, we headed south to Chartres, and I remember it being very hot and calm, with the long straight roads between avenues of trees, and very traffic free in the gentle countryside. We were made very welcome at the home of Alf's friends, and had a couple of days experiencing French family life. We continued our ride southwards, as the terrain became more undulating, the hills and mountains of the Massif Central region could be seen in the distance. We were soon coping with steep climbs, descents, and hair pin bends. I'd noticed that on the road side of many of these bends were large heaps of salted gravel, supposedly for use in icy conditions. On one of these bends the traffic had scattered it all over the road.

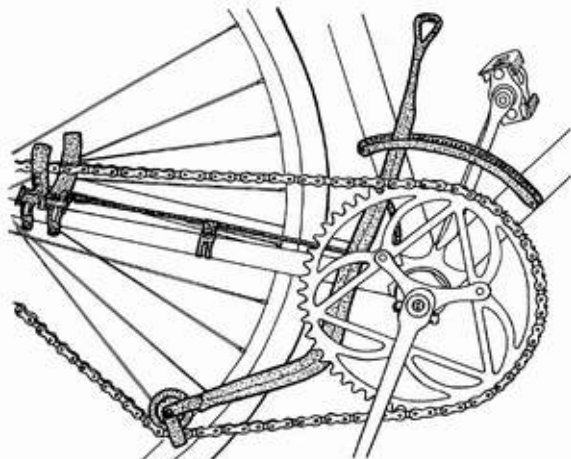
Alf, who was leading, had slipped on the loose stuff and crashed down. I managed to come to a safe stop and saw Alf sitting upright holding one shoulder. He said he thought had broken his collar bone. He was a great optimist, and soon had a smile on his face. "Right" he said, "here's what you have to do, wave the first car down that comes along". We did not have to wait long before a very nice lady and gent stopped to see what our problem was. Fortunately Alf could speak fluent French, and soon found that the couple lived in Clermont Ferrand. Another bit of luck, they also had a roof rack on the car. I and the Frenchman soon had the bikes on car, and off we sped to the local hospital. Here it was confirmed that Alf had indeed broken his collarbone. In those days the treatment for this injury was to have a padded ring threaded up each arm and each one threaded together between the shoulder blades, which were duly done. Alf said it was a bit uncomfortable and was impossible to do many tasks, i.e. washing himself, dressing, and carrying out normal toiletry tasks! And he could certainly not ride a bike. The outcome of this situation was, much to Alf's amusement, was that I became his minder. We soon found some accommodation and as Alf could walk ok, we spent the next few days exploring the town, including a bus ride to the

Puy de Dome, one of the stage finishes occasionally used in the Tour de France. We eventually decided it was time to head for home. We took a train to Paris, and arrived at the station on the south side of the city. The next problem was that the station from Paris to Dieppe was on the north side. I asked Alf how long it would take to walk from one side of Paris to the other side, pushing two bikes. He looked at me with a smile and said "Far too long, but don't worry, I'll get a taxi and take the luggage and you can ride your bike there and trail mine alongside. I will meet you at the main entrance to the station". I protested that I did not know the way and the sum total of the French language was JE NE COMPREND PAS LE FRANCAIS.

"You will be ok" he said, "you can read a map", as it happened we did have a street map of the city. Alf marked where the station was. So there I was, a sixteen year old on my bike, trailing another bike, from one side of the capital of France to the other. Anyway, I managed to find my way across Paris and eventually found Alf waiting at the station. I was very relieved once we were on the train to Dieppe, and I enjoyed the journey through the gentle countryside of Normandy. (Little did I realise, that in some sixty years time, I'd be enjoying bike rides on the same roads with my C.C. Sudbury mates, on the Dieppe Raid weekends.)

We arrived safely back in England after the ferry crossing and then by train from Newhaven to North London. And so ended an unforgettable TOUR de FRANCE...

*As a technical postscript to this article, did you notice the Osgear that Mac had on his Claud Butler. It looks very purposeful and the diagram below shows the detail of it. (No idea how it works though!)



Three-Up Time Trial.

Well, we had three-up Ventoux recently, so to finish the Open Time Trial Season, three of our riders entered a 3-Up TT.

It's like a team time trial but with just 3 riders. Simon Daw, Rob Davies, and James Rush were the team for this 24 mile ECCA sporting course around the Essex lanes south-west of Colchester.

Simon, the originator of the idea, was the only one with any previous experience, so was made team captain/headmaster!

A practice run, a couple of weeks beforehand saw Simon knocking the other two into shape and showing them what was required and how it all works.

11 other teams were entered on this fairly cold morning and our team had hopes of getting a good time near the front runners (riders?).



After setting off at a fairly rapid pace, the two novices soon got into their stride and Simon's GPS gizmo had them on a good time at the turn at Heybridge. With Simon's emerging head cold and Rob's dislike of hilly bits, they all flagged a bit during the return and crossed the line in 58mins 58secs. It was good enough for 4th place but some 4 mins behind the Fritch Chrono winning team.

I got the impression they were all a bit disappointed with their time, although for a first effort, it was very respectable. "We'll do better next year" they all agreed, during the post ride inquisition over the tea and cakes!

* Another technical postscript! As the trio went past me out on the course, they all had their rear lights 'a flashing' but what really caught (blinded!) my eye was Simon's light which stood out like a beacon. It made Rob's and James' look very dull in comparison. On investigating, Simon told me it was a Blackburn Mars 3, (which has now been superseded by the 4).

CCS time triallers out there, need to get one of these lights for the coming season. I know I'm going to fix one on my road bike! Now where's Santa's list.....

CLUB RULE CHANGES

Following a review of the club rules by your club committee, it has been suggested that some of the current rules need updating. Any amendments or additions to the rules require approval from club members at the forthcoming AGM on November 25th. In order to give members sufficient time to consider these rule changes it has been decided to publish them in this edition of 'The Spindle'. Two weeks prior to the AGM all club members will also receive an Agenda, again detailing the proposed rule changes. Discussion and voting on the rule changes will take place at the AGM so please come along to your club AGM and have your say.

CCS Proposed Rule Changes.

Rule 13) D.

Current Rule.

The Club Championship 10 to be decided on handicap. Riders will be handicapped on their fastest 10 mile time over the last 2 seasons, this will include open 10 mile Time Trials as well as club 10 mile Time Trials. Riders who have not completed a 10 mile Time Trial will not be given a handicap for the Club Championship. The Vets Championship to be decided on Standard. Awards are also given to 2nd and 3rd place in both cases. Prizes for 2nd and 3rd place will only be awarded if there is a min of 6 riders in the event or category

Proposed Rule Change.

The Club Championship 10 to be decided on handicap. Riders will be handicapped on their fastest time on the Lavenham '10' course over the last 2 seasons.

Riders who have not completed a 10 mile Time Trial on the Lavenham '10' course will not be given a handicap for the Club Championship. Handicaps will be based on a scratch time of 17 minutes as recommended by CTT.

The Vets Championship to be decided on Standard. Awards are also given to 2nd and 3rd place in both cases. Prizes for 2nd and 3rd place will only be awarded if there is a minimum of 6 riders in the event or category

Rule 13) G

Current Rule.

The Hill Climb trophy will be awarded to the rider with the fastest aggregate time for the two hills in the Interclub competition.

Proposed Rule Change.

The Hill Climb trophy will be awarded to the rider with the fastest time in Cycle Club Sudbury open Hill climb.

Rule, Appendix 'A' note 14.

Current Rule.

Riders are required to marshal during the series and those who volunteer will be given a date by the committee. It is a requirement that all riders must marshal at least once minimum per season but twice is expected. If a rider who only had one marshal duty in one season, he/her must do two the next. Riders who marshal on their allocated date will receive 30 points towards their total for the first marshal duty, 40 points for the second marshal duty. Riders may marshal more than twice, if they so wish to do so they may only be allocated 70 points for marshaling duties in any one season.

Proposed Rule Change.

Riders are required to marshal during the series. It is a requirement that all riders must marshal at least once minimum per season but twice may be necessary.

Riders who marshal on their allocated date will receive 30 points towards their total for the first marshal duty, 40 points for the second marshal duty. Riders may marshal more than twice, if they so wish to do so they may only be allocated 70 points for marshaling duties in any one season.

Appendix 'A' additional rule.

The following entry fees for the Evening Time Trial Series will apply.

CCS 1st and 2nd claim members; £25-00 per season.

CCS 1st and 2nd claim members; £2-00 per evening.

Members of other clubs; £30-00 per season.

Members of other clubs; £3-00 per evening

Appendix 'A' additional rule.

At all CCS Evening TT's all competitors must have a working rear light, either flashing or constant to be fitted to the bike in a position visible to following road users, and that is active whilst riding. No light no ride. This is for the riders safety.

Appendix 'A' additional rule.

All competitors under the age of 18 years and/or juniors must wear a properly affixed helmet which must be of hard/soft shell construction. Helmets should conform to a recognised standard such as a SNELL B95, ANSI Z90.4, AUS/NZ2063:96, DIN33-954, CPSC or EN1078, it is the responsibility of the rider (or parent or guardian if the rider is under 18 years of age) to select a helmet that offers protection against head injury and does not restrict the rider's vision or hearing.

CYCLING NATIONAL TIME TRIAL
REGULATION 15

Note the current British Standard BS 6863 is primarily for use by young riders and is not intended to provide a complete specification for helmets for high speed or long distance riding.

Italian Dolomites July 2010 –

By Andrew Hoppit

For many years I've wanted to do some of the climbs from the Giro d'Italia along with a couple of old friends. Finally in July this year we managed to get out there for a week and realise our dream. We booked our holiday with a company called Skedaddle (based in Newcastle) who took care of transporting bags from hotel to hotel and also provided a couple of guides; all incredibly well organised. Arriving in Milan we were transported to the first hotel on the shores of Lake Como to meet and greet all the others in the party (about 20 in total).

None of the days cycling was mega long, but the hills of the Stour valley cannot compare to the Italian Alps/Dolomites. Luckily for me I'd done a jaunt up Ventoux with Viv Marsh and my son not that long ago, there was still some climbing left in my legs.

There's no easy way to describe lots of up and downs with numbers etc, but here goes... suffice to say it was tough and fun

Day one: A relatively easy undulating leg stretcher with just over 95km (60 miles) and 2300 metres of climbing/riding around the lake, but it was hot at 38degs and this didn't change all week. The significant climb was up a hill called the Ghisallo topping out at 754 metres, this is always used on the autumn one day classic Tour of Lombardy. The views from the top over the lake to the Alps are stunning. At the top is a chapel dedicated to cyclists, there are many old machines on display including bikes used by Fausto Coppi and Gino Bartelli. It's interesting to see how bike set-up has changed from the late 40's and 50's to the present day. All nicely tucked up in our hotel I didn't realise what was about to happen the next day, I should have understood when Lance Armstrong called the Mortirolo the toughest climb he's ever done, I wouldn't argue with that statement.

Day two: The numbers don't seem that daunting ~ the top of the Mortirolo is 1852m with an average gradient of 10.5% but.....it's like this for 12.4 km (8+ miles)! The easiest km is 7.8% the hardest 14.2%. As a comparison Ventoux from where the climb proper starts (up to St Esteve doesn't count as it's only 4-5%!) is 16km (10 miles) the easiest km 5.4% the hardest 10.8% (giving an av 8.6%). I can tell you those extra 2% of incline make a lot of difference. Now doing Ventoux three times in a day is more difficult but I'm really not sure I could do the Mortirolo three times in one day ~ I don't want to find out.



Me and Guy Hancox, an old school friend of mine, at the top of the Mortirolo

Still with plenty of espresso coffee and cake (over the ridge was a café) we descended into Ponte Legno. That was 109km with 2735 metres of climbing in the bag.

Day three: Only 94 km of riding!! This was a big day of cycling with two major passes. First off was the Passo Gavia, the climb where Andy Hampsten, the American, essentially won the 1988 giro through a blizzard (though Erik Breukink won the stage, Hampsten second). He's still the only non-European to have won a Giro. At the top of the pass is a cafe with lots of pictures celebrating that day. Some more numbers for you, the pass is 2621 metres high, 7.9% av over 17.3km, I think I over cooked it on this climb. Then a long long descent to Bormio, our hands

aching from braking so much. Lunch, rest and then.....

The Stelvio; high point of our tour at 2757 metres; 21.5km long, climbing 1533 metres at 7.1% av.

The valley bottoms were very hot and I knew that this was going to be one long climb, things really were starting to hurt, why didn't I take the Gavia climb a little less slowly? Now it was just a grind up the mountain, me and Guy were just about last to the top, but we didn't care just pleased we'd made it. We saw Marmots on the slopes which kept us slightly amused taking away the pain temporarily that went on for over 2 hrs. The Stelvio is a real experience and from the top we looked down on 48 hairpin bends that we were to tackle before the hotel in Pratto allo Stelvio. The descent's a real bone shaker, my bottle cage broke from all the vibrations, luckily close to the hotel was a bike shop (Baldi Sport – you couldn't make that up) and even before checking in, a new cage had been fitted. But it was one scary descent. Total days climbing 3514 metres

Day four: A transition day going from the Alps to the Italian Dolomites proper in a minibus. To be honest I needed an easy day after Gavia and Stelvio. Though easy is a relative term, we still did 1309 metres of climbing over 48km up to the Passo Sella to look at the beautiful Dolomite rock formations. Rounded the day off by watching Germany v Spain in the world cup with some German bikers (motor) in the hotel bar, Germany lost.

Day five: Another glorious day in the mountains with a three of passes, 87km with 3224 m of climbing!! So some more hard distances. First off the Passo Fedaia 2057m followed by the Passo Valles 2032 m and finally Passo Rolle 1989 metres. And of course, another fast fun descent to our hotel into the ski town of San Martino di Castrozza.

Day six: All things must come to an end and so to the final day of cycling. First off



the Passo Croce d'Aune a mere pin prick at 1011metres. But this is the climb where Tullio Campagnolo got the inspiration for the quick release skewer. He was competing in a springtime race in the 1930s that included the Passo Croce d'Aune. At the time, riders had single-speed bikes with a cog on either side of the rear wheel of different sizes. They rode up the passes with the larger cog and flipped the wheel around at the top to take advantage of the smaller cog for the descent.

However it was snowing and cold. Tullio's hands were too frozen to unscrew the wing nuts on the rear wheel. As a solution to this problem, he invented the quick-release skewer.

And then onto the final climb of Monte Grappa 1735m, the site of three WWI battles. This was a tough climb for me with the gradient constantly changing so I never really got into a rhythm up the climb. It was all very poignant at the top of Mont Grappa thinking of the lives lost honoured by the war memorial. Once at the top of Grappa you realise how strategically important a place it was. And so to the final blast into the delightful town of Bassano, even though tired we seemed to manage to stay up late to celebrate our weeks cycling.

The numbers for the day ~ 119 km with 3778m of climbing.

And the total for the six days riding was 552 km with climbing 16860metres

My first and I hope not last time to Italy, wonderful food, wonderful scenery, and very friendly people.

Open Time Trials

The final Open Time Trial Result sheet for this season is shown below.

143 individual events were ridden by a total of 13 CCS members which is slightly down on last season. But it's still an impressive number considering the size of our club.

*As usual, would riders check the list to make sure all their events are in there.

*A full set of results for this year's

Open Time Trials are available on the website.

C.C.S. Riders Open T.T. Results - 2010/September/Oct					
Date	Event	Course	Name	Dist	Time
01-Sep-10	ECCA - Dunmow	E91/10	B.Bush	10	34.05
04-Sep-10	Colchester Rovers CC - Gt Bromley	E7/25B	S.Daw	25	01.00.32
04-Sep-10	Colchester Rovers CC - Gt Bromley	E7/25B	S.Kirk	25	01.05.34
04-Sep-10	Colchester Rovers CC - Gt Bromley	E7/25B	B.Bush	25	01.30.41
04-Sep-10	VTTA - East Anglia - Newmarket	E2/25	R.Davies	25	58.11
05-Sep-10	Stowmarket & Dist CC - Rougham	B10/38	J.Rush	10	22.25
05-Sep-10	Stowmarket & Dist CC - Rougham	B10/38	M.Shotbolt	10	23.32
05-Sep-10	Stowmarket & Dist CC - Rougham	B10/38	L.Finch	10	28.24
05-Sep-10	Stowmarket & Dist CC - Rougham	B10/38	S.Kirk	10	29.17
11-Sep-10	Norwich ABC - Bungay	B10/43	G.Hoppit	10	24.10 PB
11-Sep-10	Norwich ABC - Bungay	B10/43	S.Kirk	10	24.25
11-Sep-10	Norwich ABC - Bungay	B10/43	B.Bush	10	32.31
12-Sep-10	Eagle RC - Ugley	E1/50	S.Daw	50	02.01.16
12-Sep-10	Icknield RC - Tempsford - A1	F1B/10	J.Rush	10	22.42
19-Sep-10	CC Breckland - Wymondham	B50/18	R.Davies	50	01.57.05PB
19-Sep-10	CC Breckland - Wymondham	B50/18	S.Kirk	50	02.09.28
19-Sep-10	ECCA - Chelmsford	E9/25	J.Rush	25	01.01.48**
25-Sep-10	ECCA - Newmarket	E2/10	R.Davies	10	21.46
25-Sep-10	ECCA - Newmarket	E2/10	J.Rush	10	22.50
25-Sep-10	ECCA - Newmarket	E2/10	L.Finch	10	28.58
25-Sep-10	ECCA - Newmarket	E2/10	T.Law	10	29.03
25-Sep-10	ECCA - Newmarket	E2/10	B.Bush	10	33.17
26-Sep-10	East Anglian 25 - Bungay	E25/24C	S.Kirk	25	01.05.34
OCTOBER					
03-Oct-10	Norwich ABC - Bungay	B25/50	J.Rush	25	59.10
17-Oct-10	ECCA 3-Up TTT - Birch	E22/24	Daw/Davies/Rush	24	58.58
			** Self timed - not timed at end of event due to another rider's accident at finish line.		
	fastest time to date =		* Club Record	PB - Personal Best	