



# Spindle – September 2012 – [cycleclubsudbury.com](http://cycleclubsudbury.com)

Well, the Olympics seemed to go on forever, and then it was all over, gone! Our main interest, the track cycling never failed to live up to our hoped for expectations and certainly exceeded it. New heroes emerged with medals galore. Too many highlights to choose from, but my absolute favourite event is the 4 man team pursuit. Just a magical event!



It must be galling for other nations to watch Team GB winning 7 out of the 10 gold's on offer (especially the Oz team!) and having no answers to our superbly organised and disciplined team. If GB Cycling was a country, we would have come 10<sup>th</sup>, beating Australia who came 11<sup>th</sup> in the medal league!

The Road Race weekend has been described in Viv Marsh's (as ever) evocative report further on. Well done the great many of you out there that made the effort to watch it on the day.

*It would be nice to publish a collection of anecdotes, tales, interesting tit bits of those who attended the Olympics (whatever the sport) so all of you who were there, how about sending me some stuff that we can all enjoy. There must be loads of memories from your personal experiences. Just a few lines will do!*

Everything else on two wheels, after the euphoria of the Olympics seems rather mundane. But time trials, Audaxes and club runs continue when the weather allows us out to play! Although I find it hard to believe the Evening Series has ended. Again, where did that all go?

Read further on for the overall winner. (At this point, it hasn't been run yet, so I don't know the result!)

## Diary Dates

**Interclub Speed Judging;** Sunday Sept 15th.

Leaving Sudbury Market Hill 9am, for start at Hawkedon at 10.30. Maybe some of our Taster Ride people might like this. It's good fun and requires min or max effort. Your choice...

Sunday October 14th; **Interclub Hillclimb** with WSW and Haverhill at Dalham. 11.00 start. More effort required but not for long. We do need riders of

all abilities to take part and help us overcome our local rivals. It's only a friendly low key competition so please make the effort. Exact hill location to be confirmed and everyone welcome.

## Audax dates;

2nd September: Cambridge: 200, 100, 50k rides.

8th September: Bedford: 110k ride.

9th September: Oundle 110k ride.

22nd Sept: Henham: 200,160,100, 50k rides.

7th October: Blaxhall: 110k ride. (*Recommended*)

14th Oct: Blundeston: 200,150k

28th October: Stevenage: 100, 67k rides.

## Olympic Road Race Weekend

July 2012 by Viv Marsh



When it was announced that the

2012 Olympics would be in

London I promised my daughter that we'd go and watch several events. "Let's make a day of it – maybe two days." How naïve we were.

Of course I'd failed to appreciate just how difficult they were going to make it to watch the Olympics and the extortionate amount of cash they expected us to fork out. Having had front row seats at several World Cup rounds and even a World Championships at Manchester Velodrome for under £20 for the whole day, I balked somewhat at paying £325 each for a 2.5 hour session to watch the same riders at the Olympics.

So as a consolation I said we'd go down to Box Hill to watch the road races where the men's race would pass nine times and Mark Cavendish was sure to win Britain's first gold medal. It was at the weekend and the women's race was the next day. I contacted a nearby campsite and made some tentative arrangements but then LOCOG stepped in to say that they were going to restrict access to Box Hill in case we stepped on a newt. At this point I gave up the whole idea and decided to go and watch the Tour de France again. At least it would be cheaper! However a few months later Nick forwarded me an email from a farm on the Box Hill circuit who were opening up as a temporary campsite for the weekend. This was a promising development – skirting all the awkward rules, so I sent out a round-robin email in a hope of drumming up 10 takers and

earning ourselves a 20% discount on the camping. I was overwhelmed by the response. A few days later I sent off our booking for 34 places! Many CCS members but also other friends and colleagues had shown great interest.

Catching wind of people possibly enjoying an Olympic event for free, LOCOG quickly stepped in to announce that they were going to ticket access to Box Hill. However after checking with Barny the farmer we carried on undeterred without tickets. In the fullness of time we turned up at the farm along with 700 others who had had the same idea. The farm had done a great job of providing the essentials including an on-site bar and a 12-foot TV screen in a barn where they would show all the races as well as the opening ceremony on the Friday night. Dave Fenn was waiting for us and eager to ride the route so we pitched up our tents and went on a reconnaissance ride before returning to the farm to meet the rest of our rather large party. We had a great night watching the opening ceremonies (which was something I hadn't done before) and proceeded to drink rather too much beer (which was something I had). Saturday morning began with a huge round of cooking breakfast for the masses then we set off to choose a spot on the side of the road for the day. Not far from the farm entrance was a local cricket club who had thoughtfully erected a huge outdoor TV screen on the pitch at the side of the road. There were also toilet facilities, as well as catering vans nearby so it didn't take us too long to choose our spot near Headley village just after the climb of Box Hill. The race – well I guess you all know that story. As the temperature rose, we celebrated each passing lap with much cheering and frivolity. Despite the reckless dispensing of clothing there was always a large splash of orange CCS jerseys in a rowdy group on the roadside. A 250km race: we were confident that Team GB and Cavendish would –



eventually – do the business. After the last lap of Box Hill we decided to stay on the roadside to watch the Mall finish on the big TV where the atmosphere was

sure to be at fever pitch. But, as you must all be aware, today was not to be their day. As the race approached its climax an eerie silence descended upon the huge crowd – and the winner is...

Vinokourov! The racing fans among us spent the next hour explaining who Vino was and why Cavendish didn't win.

However we'd had a great day and returned to the farm afterwards with mixed feelings and much discussion about what went wrong and who we could blame. We then had a very pleasant time

sitting in the evening sun and eating and drinking rather too much – again.

The next day the weather had taken a turn for the worse. After another mammoth breakfast operation we got the tents down before the heavens opened thoroughly soaking anyone not quite ready for it (Stewart and Ashton). But although the sun refused to shine, Lizzie Armitstead shone brilliantly instead. We went to watch the women's two laps of Box Hill, then returned to the farm and squeezed into the packed barn to catch the end. Lizzie was simply awesome and we ended a magic weekend with plenty of raucous cheering, yelling, and wracked nerves.

*Those involved:*

*Stewart Kirk, Darren Rule, Adam and Jack Chamberlin, Ed Nevard and Carol, Nick Reed, Rob Sidgwick, Steve Barnes, Peter Gibson, Colin Hill and Rowena, Martin North, Ashton Dyson, Trevor*



Jacky Marsh shows off the CCS banner.

*and Linda Pillet, Dave and Serena Law Graham White, Kirsty White, Mark Seaman, Dave Fenn & Viv, Sarah and Jacky Marsh.* (I believe a few others may have turned up on the day as well.)

Also we had a few Colchester Rovers and several friends, neighbours and work colleagues – many of whom have now developed a real interest and understanding in the sport of cycle road racing and we even had a few converts to the much maligned pleasures of camping!

So that was the London Olympics. Two great days, one massive disappointment and one stunning silver medal. But it so wasn't. I was forgetting – this is no longer the old Great Britain of my youth. Over 65 medals later Team GB exceeded all expectations and even surpassed Beijing's brilliant gold medal count in '08. World records fell and personal achievements were exceeded. I've never really watched the Olympics before but I must say it's been excellent. I'm looking forward to watching Laura Trott's career blossoming to fill the big hole Vicky Pendleton is going to leave. Well done to everyone and to Cav... next time!

Thanks to everyone for helping make it a fantastic weekend. Rio anyone?

*Viv Marsh*

## **Back in time - Chapter Five.**

*By Brian Webber*

You may have noticed recently that we seem to have a problem getting anyone to do the pushing off on the Thursday evening Time Trials, which brought back memories of 1982 when we appeared to have



the same problem, it was Thursday 13th. May 1982 and the CCS evening 10s, were on the B10/12 course, which started at Wyevale's garden centre on the Newton road this went out to Assington High road, where you done a dead turn in the road then came back to finish near the start. The late Brian Nixon was the Timekeeper, and Pat (my wife) was there to collect the 10p fee from the riders, even in those days we had some who complain about paying 10p. (One of them is still in the club!) There were 14 of us who had signed on to ride but there was no one to push off, as I was number 14, I said I would push off the other 13 riders then get Pat to hold me (please note I was only a lightweight in those days) well I pushed off the 13 riders then quickly clambered onto my bike, with Pat hanging onto me for grim life, Brian Nixon did say "Pat you are supposed to hold the bike not the rider" with that it was 10 then 5-4-3-2-1 go, if memory serves me right I seem to recall dragging Pat 5 yards up the road before she let go!. The event was won by a young Gary Davies from Haverhill Wheelers his time was 23-03, and my time was 30-13 well I had pushed 13riders off and dragged the wife 5yards up the road, talk about a double handicap! A word of warning to those of you who think that you will get a repeat performance thirty years on and get a female to hold you up at the start, I have it on good authority that it is not going to happen, which means that if we do not have anyone to do the pushing off, then all riders will have to start with one foot on the ground!

*To be continued.*

And with the Thursday evening TT coming to a close I would like to thank this opportunity to thank everyone who helped, particularly Linda & Alison. I know we will miss their shouting encouragement to every rider as they came into view, I remember one night there were shouts of "Its Brian Mann, come on Brian, come on Brian, keep on going", the rider came past the finish, and no it was not Brian but one of our young female riders!, I do not wish to upset the young lady so I will not say who it was, on the other hand Brian Mann will no doubt be quite pleased with the case of mistaken identity. Thanks to all the riders who took part and congratulations to those of you who won awards, and to those of you that did not, there is always next year, and bear this in mind.....a few years ago I was told to take part in an event is an achievement; to finish the event is an achievement; to win the event is an achievement. My reply was if I were to win the event it would not be an achievement it would be a ruddy miracle!

*Best wishes in cycling. Brian Webber*



I had this report of a TT ride recently from Simon Daw which nearly reduced me to tears. If other time triallers think they have had problems on course during a time trial, read Simon's tales of woe and think yourselves lucky.....

### **Colchester Rovers Open 47 mile Time Trial**

*'Very frustrating ride today - one of my best of recent years, probably the best, but HEAPS of time lost due to multiple delays, including some big ones (as in foot-down jobs):*

*"11<sup>th</sup> place; time 1:55:49 to Steve Dennis 1:44:\*\**

*Very, very frustrating ride! This has to have been one of my best rides of the past few years, and yet it's only the second time I haven't made the top ten this year. The reason? I had a catalogue of delays: old lady of pedestrian crossing in Totham, with car in between; car then pulled in without indication immediately after the crossing; slight delay due to traffic from right at Heybridge; tractor (plus associated queue) behind rider I was catching for 14 minutes in D'arcy; pedestrian / traffic outside newsagent in Birch on second lap; bus which had overtaken me on double whites just before Tiptree, stopped at bus stop in the village; car behind it; queue of three cars at Heybridge; horse with car behind it in D'arcy (so I was slowed there on BOTH laps!). I don't know how much I lost in total, but well over a minute, I reckon. And that would have made a very significant difference - I was 14 seconds out of the prizes today.*

*However, this was still a good time, even with those delays - I was 1:56 faster than my previous best on this course and that on quite a windy day. My HR average is lower, which surprised me - I consciously pushed a bit harder early on. I was also able to lift the pace effectively towards the end.'*

And to redress the balance, Simon sent me details this week of a success, in which he and Jonathan Weatherly took part in.

*'Today, Jonathan and I rode the final 2-up in the Victoria CC series on the E1. We won again, but also did our fastest time (22:57; it's a very long course, and we went through ten miles in 22:26) on what was a much harder day than the last event, with other riders' times looking slower than any of the previous events, I think. We won by well over a minute, despite the field being better than most of the other events in the series. We were only 30 seconds slower than the Chelmer 3-up team (Stapleton, Field and Evans), although in fairness Antony and Erron rode the "12" last Sunday, so they're probably not at their best! We were also two seconds faster than Ken Platts riding solo, so our ride looked pretty good. Jonathan is going like a train at the moment!'*

Well done to both of them on winning the series!

## Alternative Fen View *By Brian Mann*

Being a fan of Denis of Grunty Fen, alter ego of country singer Pete Sayers whose broadcasts on Radio Cambridge I enjoyed a few years ago I was keen to take part in our Wednesday ride starting from Anglesea Abbey. The route had been surveyed for us by the Lord Oakshott aided and abetted by the Devil Old Nick Reed and we were assured the going would be flat but on poor surfaces at times.

Taking part on the day were The Lord Oakshott, David Miller Mac, David Fenn on his somewhat blingy



mountain bike, Peter Whiteley on his Airnimal, recent newcomer Bob Boocock and myself. My wife Jenny kindly served tea and cakes for us at the start and finish, spending the day in our motor home while we enjoyed the fens.

At 10 am off we went, left out of the gate, first left and within a mile we had left civilisation behind and were whizzing slowly along fen droves getting deeper into the land known only by eel catchers, poachers and fen men like Denis.

This was a completely hill free forty mile ride, hard to describe, especially the remoteness of the paths through fields of black fenland soil, paths I tried to trace on an Ordnance Survey map and which according to O/S did not seem to exist!

At various places we came across gates and slim cattle grids just wide enough for one bike at a time to pass, horse riders would have to dismount, use the gate then remount using large cast concrete blocks which were sited before and after each gate and looked like the medal winners rostrum for the Olympics. Whoever got the contract for supplying the concrete was on a winner as each block looked like it took a lorry load of concrete, the puzzle being how to deliver it to such remote sites.

At Adventurers Fen we came upon the aptly named Cock Up bridge which seemed unnecessarily high with steep steps and metal channels provided to wheel bikes up and down but the steepness of the steps meant we had to resort to carrying the bikes up.

When we got to Wicken with its National Trust education centre and café we paused, looked longingly at the café while the Lord, enquiring if any of us were thirsty, informed us that service was likely to be slow and pricey at which our thirsts disappeared and we pedaled on towards Ely! Soon we arrived at Padney with its agricultural workers hostel with not one English registered car in the car

park. After Barway we joined the Fen river way on the bank of the river Cam and got our best views of the Ship of the Fens, Ely Cathedral. In Ely the Lord had the route to a café sorted out and we were able to sit outside in the sunshine and enjoy our bacon baguettes.

Leaving Ely we passed Oliver Cromwell's house, took the cycle path beside the busy A142 to Wichford then along the road to Wilburton where we turned left along Grunty Fen road but try as I might I could not spot Denis's home, a converted L.N.E.R railway carriage, nor his hen coop car, not even his shed made entirely of doors (security reasons, to fool the burglars!).

Cottenham, Landbeach and Waterbeach were passed, then on a bend on the now busy road outside Waterbeach we found sanctuary on the towpath beside the river Cam which took us under the A14 and into Cambridge where we crossed the river, doubled back to Fen Ditton, ran eastwards parallel with the A14, went under it in a small tunnel, emerged near Stow Cum Quy and found ourselves just a mile from our start point.

In all a very enjoyable day, no hills, no rain, tea and cakes at the beginning and end, what more could a cyclist wish for? Thanks, John Nick and Jenny.

## Lincoln GP Sportive – May 2012

*By Nick Webber*

Sometimes it's funny how long preconceptions can prevail even when the



evidence against those preconceptions is very strong. So it was with the Lincoln Grand Prix sportive I rode back in May this year. You see, the thing is that I was convinced Lincolnshire was flat. After all it is part of the Fens; a 'prairieland' arable region, much like the lowlands of northern Holland and Belgium. Isn't it.

You see, I had expected to ride about a hundred miles of relatively straightforward roads – albeit, probably with the interference of strong winds – before the exciting sprint up to the steep, cobblestoned climb to Lincoln cathedral. And so it was, despite being faced with a couple of long, sharp climbs about 15 miles into the ride, I was convinced this was an aberration and that the flat roads would lie ahead. They didn't! It was not until I was about 40 miles into the ride (and several 10% climbs later) that a local Lincolnshire rider gleefully appraised me of the fact that we were in the Lincolnshire Wolds – and they are very much rolling countryside! It was a revelation in many ways. In my first ever visit to this corner of England I was made aware of its beauty and its quiet, scenic roads. As the route of the event took us east towards the coast of Skegness the views on this rare sunny morning in May were breath-taking. Were it not for my competitive need



to ride faster than my peers I would have stopped a few times just to stare at the wide open spaces and the panoramic views from a number of the high points we gained. There is of course a beautiful, dark pleasure in pushing one's body very hard to see how much it can cope with, to find out how far we can go beyond our mind's strong suggestion to ease back and to release the muscular ache of physical effort. I had made the long drive up to Lincolnshire in order to ride fast over 100 miles and so I would. It's always a pleasure to be able to ride with groups of like-minded riders in events like this, both for the company and for the opportunity to share the effort of the journey. What is not so easy is to find a bunch of people who are willing, experienced or able to ride at a mutually-agreeable pace. I had moved up from bunch to bunch in the first couple of hours but was currently with a group of about 10 riders who had latched onto my wheel, none of whom wanted to assist with the pace making. It was only when we picked up a powerful-looking lone rider from Derby CC that I found someone agreeable to work with. On the next climb we hit the gas to leave the rest behind and shared the next hour or so at an enjoyably high but hard pace. It wasn't so fast that we didn't have the opportunity to chat from time to time but most of our breath was saved for our legs. With about 25 miles to go I was going through a bad patch as the hilly route had taken much more out of me than I had expected but I knew the final feed stop was imminent so I was able to struggle on by taking much shorter turns on the front (sneaky maybe, but necessary).

As we set off again two other riders joined us: one gnarled, tanned old bloke who promised not to attack us on the last climb if we allowed him to stay on our wheels and one thin, wiry bloke who clearly would fly up any hill he wanted.

We motored along into the final hour, three of us happily sharing the pace with one passenger gratefully on the back. And then disaster.....My front tyre went bang. Saying farewell to my companions I was quickly off the bike and had my inner tube replaced and pumped up within about 5 minutes. The adrenaline was still pulsing through my system so I covered the final few miles into the city quickly, picking up a few other riders on the way. The organisation of the event was excellent and, despite not having closed roads, there was a more than



adequate number of marshals to guide us through the outskirts of the lovely city of Lincoln towards its centre. Their competence led to most drivers freely giving way to allow us to pass quickly to the climax of the race – the cobbled climb of Michaelgate. Although technically open to shoppers, etc. the long climb had been lined with supporters, family and friends and we could hear their cheers before we got to the base of the climb. One of the riders I had picked up on the run-in was a local and when I saw him flick his chain onto the inner ring I knew we were there. Even then the climb still took me by surprise. The level tarmac road ended as we were marshalled left around a sharp, 90-degree bend to be confronted with a wall of cobbles. I just had time to drop into my bottom gear before the ascent slowed me to walking pace. With so many people around it was impossible to ride in the smoother gutters; the only way up was bumpy, jarring and uneven. It no longer mattered whether I was faster than those around me (I wasn't) but it was just an effort to keep riding forward and upwards, avoiding the embarrassment of having to put foot to ground. The climb twists and turns as it winds its way up to the market square at the top but it was hard to find a good line. While I had the power to grind my low gear up the slope I found I was pulling my front wheel off the ground so most of the effort was out of the saddle, bouncing the back wheel over the bumps and being very grateful that the roads were dry. One last big effort. Spinning my legs as the gradient eased I rode under the finish banner to complete the day's ride and can happily attest that Lincolnshire ain't flat. !

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**Fired up and inspired** by Bradley Wiggins winning the Tour de France, and all those Olympic cycling medals?

This Sunday, 2nd September, Cycle Club Sudbury is holding a special 'Taster Ride' session, for those who might like to consider joining the Club - no obligation! All riders are welcome - why not bring your friends and relations?

The ride will be no more than 10-12 miles, to give you a go at riding in a group, and so that you can find out about other Club activities.

A quick bike maintenance check will be available before the ride, which will start from Market Hill, Sudbury, outside St Peter's Church, at 9am, probable finish time no later than 11am.

The Club looks forward to seeing you then, if you can make it. If that date and time are not convenient for you, get in touch to arrange an alternative.

If you think you would like come, it would be helpful if you could let the Club know by e-mailing; [robin@cycleclubsudbury.com](mailto:robin@cycleclubsudbury.com). You're also welcome to just turn up on the day. *Robin*





<b><i>C.C.S. Riders - Open T.T. Results - July 2012</i></b>						
July 1st	Newmarket Cycling & Tri Club - 21 Hilly	BS36	S.Daw	21	51.22	6th
July 1st	Newmarket Cycling & Tri Club - 21 Hilly	BS36	J.Weatherley	21	53.12	11th
July 7th	GHS District Champs - Bungay	B10/43A	J.Weatherley	10	22.41 <b>PB</b>	9th
July 7th	GHS District Champs - Bungay	B10/43A	B.Bush	10	32.26	55th
July 14th	API-Metrow - Newmarket	E2/25	R.Davies	25	54.21	39th
July 14th	API-Metrow - Newmarket	E2/25	D.Day	25	DNF	Adverse conditions
July 14th	API-Metrow - Newmarket	E2/25	J.Rush	25	DNS	Adverse conditions
July 21st	Northants & D.C.C. - Sawtry	N1/25	S.Daw	25	58.56	7th
July 21st	Northants & D.C.C. - Sawtry	N1/25	J.Weatherley	25	DNF	Punc.
July 21st	Team Cambridge - Hardwick	F2/10D	L. Finch	10	29.04	47th
July 21st	Team Cambridge - Hardwick	F2/10D	T.Law	10	29.08	48th
July 21st	Team Cambridge - Hardwick	F2/10D	B.Law	10	29.27	14th (women)
July 21st	Team Cambridge - Hardwick	F2/10D	B.Bush	10	30.42	51st
July 22nd	Diss & District CC - Bressingham	B25/17	J.Rush	25	01.00.16	
July 22nd	Diss & District CC - Bressingham	B25/17	D.Day	25	01.01.11	
July 28th	Victoria CC - 2-Up - Sawtry	N1/25	Daw/Weatherley	10.2	23.05	2nd
July 28th	Victoria CC - 2-Up - Sawtry	N1/25	T.Law	10.2	32.11	
July 28th	Victoria CC - 2-Up - Sawtry	N1/25	B.Law	10.2	33.26	
July 28th	Victoria CC - 2-Up - Sawtry	N1/25	B.Bush	10.2	34.34	
July 29th	Colchester Rovers CC - Heybridge	E22/47	S.Daw	47	01.55.49	11th
July 29th	Stowmarket & DCC - Wickham Market	B10/36R	J.Rush	10	23.07	=5th
July 29th	Stowmarket & DCC - Wickham Market	B10/36R	D.Day	10	23.35	10th
July 29th	Stowmarket & DCC - Wickham Market	B10/36R	D.Crisp	10	26.31	35th
July 29th	Stowmarket & DCC - Wickham Market	B10/36R	T.Law	10	31.58	52nd
July 29th	Stowmarket & DCC - Wickham Market	B10/36R	B.Law	10	32.28	53rd

**Note:**

All mentioned riders above need to check that the details are correct.