



**Go Outside....Don't Go Outside!  
Cycle in Groups....Don't Cycle in Groups!  
Meet up in Groups....Don't Meet up in Groups!**

Are you all confused and fed up with all the changing guidelines that are thrown at us almost daily? I really can't make out what we can and can't do anymore during our 'normal' routines throughout these difficult times.

But hey ho, biking in very small groups 'seems' to be ok!.....Maybe!

Club events have been decimated this year - see the latest info from our chairman James below for the latest postponement. Some non club events though have bucked the trend with Open TT's, and off road XC racing sorting it out safely and carrying on. Our Audaxer's continue to do their own thing by formulating and riding their own D.I.Y routes. At least these types of events above gives riding out some purpose by turning them into useful training runs.

So onto this edition: More cajoling of members for content saw a decent response; with Caroline, Martin, David, Robin, Brian W and James Newton coming to the rescue with ten pages worth this time.

Good stories from them all and I thank them for their efforts!

There must be loads of unwritten adventures and stories from many of you out there. Have a quiet hour and write them down.

People are really interested in other riders' experiences!

*"So so so so so sorry, but in light of Boris's announcement and the current rise in infection rates, we have had to postpone the reintroduction of Sunday Club Runs.*

*Obviously people can meet and ride together in groups of six but the mass meeting etc at Market Hill on Sundays just can't happen at present.*

*Sorry to have to post this and please keep well and please keep safe".*

*James Newton ....Chairman*

# Life's Challenges

by Caroline Wyke

Life is always best when we challenge ourselves and this summer I have reflected on past challenges.

I am once again out on the bike and start swimming again this week so life feels good.

I have always tried to keep reasonably fit and after completing the Three Peaks challenge went on to do a 3 marathon challenge the following year in the Brecon Beacons for a 25 mile walk, 25 mile off road cycle and to Canadian Canoe 25 miles of the river Wye.

As with most of these challenges young men were in abundance with only 4 ladies.

I had no bike so bought myself a Dawes from an advert in Tesco for £20, it served me well.

I was a non swimmer and had to do training in the canoe on the River Chelmer three Saturday mornings prior to the event.

Myself and a younger lady set sail, we could not steer and kept crashing into the banks and people watching from the terraces were in stitches.

They then decided to plan a rescue and tipped up the canoe and I sank to the bottom. Not the cleanest of rivers and very cold, I was in total panic coughing and covered in weed and slime.

The accommodation was in an outdoor centre close to the river Wye.

The walk was first 25 mile challenge and no real problem, even the weather was good.



The canoe went better than expected as I was paired up with a boy racer who appeared experienced in the rapids and I only needed to help paddling and stay in the boat. The scenery and wild life was amazing.

The cycle marathon was on the final day and that was the hardest element. The planned route was used for army training with the tracks being very wet with sections of deep mud. Twists and turns and plenty of steep slopes with water in the bottom. After

my first crash I cycled around most obstacles mainly to prevent those taking photos of me crashing and ensuring I completed the challenge.

Towards the end of the cycle was an inviting grassy section which was like cycling on a deep green sponge. I was in fact near exhaustion and remember sucking on glucose tablets.

After completing all 3 challenges the organisers had another fun event...a cunning plan.

On site was an army assault course and we were split into 2 teams and had to complete the course carrying 2 full buckets of water, with no water or bucket to touch the ground.

I don't think I have ever been so wet and muddy.

The pleasure was a lovely hot shower and a good home cooked meal and all who completed being presented with certificates and medals.

Hoping everyone is keeping well and it is good to see some Sudbury names riding the Open TT's

## C.C.S. Riders - Open T.T. Results - September 2020

Date	Event	Course	Name	Dist	Time	Notes
Sept 5th	CC Breckland - East Dist Championship Attleborough	B15/1	J.Bradbury	15	32.22	16th
Sept 6th	CC Breckland - East Dist Championship Attleborough	B15/1	G.Pamment	15	33.4	24th
Sept 6th	Stowmarket & DCC - Rougham	B10/38	L.West	10	20.12	6th
Sept 6th	Stowmarket & DCC - Rougham	B10/38	A.Purcell	10	21.39	25th
Sept 6th	Stowmarket & DCC - Rougham	B10/38	P.Hatcher	10	22.23	37th
Sept 6th	Stowmarket & DCC - Rougham	B10/38	G.Johnson	10	22.33	42nd
Sept 6th	Stowmarket & DCC - Rougham	B10/38	D.Bree	10	22.47	44th
Sept 6th	Stowmarket & DCC - Rougham	B10/38	J.Rush	10	23.30	54th
Sept 6th	Stowmarket & DCC - Rougham	B10/38	R.Davies	10	23.51	57th
Sept 6th	Stowmarket & DCC - Rougham	B10/38	D.Fenn	10	28.23	70th 1 <sup>st</sup> Age group
Sept 6th	Stowmarket & DCC - Rougham	B10/38	S.Johnson	10	28.38	71st
Sept 12th	Norwich ABC - Bungay	B10/43	D.Fenn	10	28.14	58th
Sept 12th	ECCA - Newmarket	E2/10	L.West	10	20.25	8th
Sept 12th	ECCA - Newmarket	E2/10	A.Purcell	10	21.29	20th
Sept 12th	ECCA - Newmarket	E2/10	J.Bradbury	10	21.44	42nd
Sept 12th	ECCA - Newmarket	E2/10	G.Pamment	10	22.22	59th
Sept 12th	ECCA - Newmarket	E2/10	G.Johnson	10	22.55	70th
Sept 12th	ECCA - Newmarket	E2/10	P.Hatcher	10	22.57	72nd
Sept 12th	ECCA - Newmarket	E2/10	S.Triplow	10	24.24	6th lady
Sept 12th	ECCA - Newmarket	E2/10	S.Johnson	10	28.28	10th lady
Sept 12th	ECCA - Newmarket	E2/10	T.Law	10	40.08	138th
Sept 13th	Cambridge CC - Cambourne	F2A/25	A.Purcell	25	54.34	77th
Sept 19th	DAP CC - Bungay	B10/43	J.Bradbury	10	21.29	9th
Sept 19th	DAP CC - Bungay	B10/43	G.Pamment	10	23.18	27th
Sept 19th	DAP CC - Bungay	B10/43	C.Wyke	10	38.1	80th
Sept 20th	ECCA - Attleborough	B25/8	A.Purcell	25	56.13	37th
Sept 20th	ECCA - Attleborough	B25/8	D.Fenn	25	01.11.51	73rd

Hopefully, I have captured all of our members Open TT results this month.

*I would remind all riders to send me their results as they complete them as it's sometimes difficult to find everybody's details. ([rushr23@aol.com](mailto:rushr23@aol.com))*



Leon

The Stowmarket 10 at the beginning of the month saw a good entry from CCS (9 riders) and the decent conditions saw some fast rides. Leon posted a very quick 20.12 which was the fastest of the year so far netting him 6<sup>th</sup> O/A with the ever improving Alex riding an excellent 21.39 on his first ever Open 10 TT.



Alex

This is Alex's first season of Open TT's and has taken to it like the proverbial duck to water!



Phil



Gary



Doz

With Phil, Gary and Doz all in the 22's, followed by James and Rob in the 23's. This was Doz's, James' and Rob's 1<sup>st</sup> outing (post-lockdown) this season and it was good to see Doz back in the Open's after a long layoff.



Rob

David was out on his new road bike which he has forsaken for his aero TT machine which has been dismantled and sent out to the four corners of the country via eBay. He commented that it was a lot more comfortable and only about a minute slower than most of his times last year. Sarah was only 15secs off David's time with another very good ride. She then went 10secs quicker on the E2 a week later.



James

John Bradbury rode a couple of 10's with the quickest being on the Bungay course recording a fast 21.29 for 9<sup>th</sup> place. He also entered a rare 15 miler with a 32.22 on Breckland's Attleborough course and both he and I wonder if anyone knows of a faster 15 time ridden by a CCS rider in the years gone by as it's a recognised distance and would be eligible for a club record?

Alex rode on the fast F2/25A at Cambourne recording a brilliant 54.34 which is the fastest of the year so far by a CCS rider. His 21.29 on the E2 10 course is also worthy of a 'chapeau'.

Gary Pamment is also going well this season with a fast 10 time of 22.22 on the E2 which is probably one of his best times ever! Plus a very quick 15 (33.40) on the same day and course as John. He is having a very good TT season! David improved his 10 time on the Norwich ABC event at Bungay by 9secs with a 28.14. A week



John



David

later in the ECCA 25 he relates his experience of a bit of trouble with some wind...

*Block headwind to the 13 mile turn then engage top gear for the tailwind return. It took me 45 minutes to get to the turn, (and 27 to get back!) Winner did a 46...how can anyone go that fast on a bike, don't they notice the wind like us mere mortals ? A 16 year old from Lea Valley Juniors did a 52:23, Hmmm.*



Sarah

Caroline rode the DAP CC 10 on the Bungay course and gained a little victory by beating a male vet and not coming home as the 'tail end Charlie' for once...Great effort Caroline..

Finally, my old mucker Terry Law rode his first TT of the year on the E2 10 miler. Great effort for a super, super Vet Terry! You put a lot of us 'younger' Vets to shame!

It's been nice to see our TT-ers making up for lost time with 27 events being ridden this month including the E2 & Stowmarket events which saw 9 CCS riders in each!



Terry

## Weather beaten or beaten by the weather (Part Two).

By David Fenn



Continuing my series of weather-related cycling experiences, the subject for part two of the series is Rain.

Personally, I have a love / hate relationship with rain. In the winter getting caught out in the rain can be a miserable experience whilst summer rain can have a pleasant refreshing effect particularly on a warm day.

Wearing the correct clothing and having mudguards fitted to the bike will make riding in the rain more comfortable both for oneself and other members if riding in a group. My pet hate though is riding in a group in the winter months when some members of the group insist on not fitting mudguards to their bikes. Once upon a time there used to be a rule when riding an Audax, bikes had to be fitted with mudguards; however this rule seems to be no longer enforced. I also remember in my years with the West Suffolk Wheelers, mudguards were a requirement if attending a club run.

Wet weather clothing has made huge advances since the early years when I started riding. The standard wet weather gear in my early years was a cape (bit like tent) which covered the body from the neck and was large enough to cover the saddle bag and the handle bars, (*oh how I remember 'fondly', the plastic cape sticking to bare arms and legs..Ed*) kept the rain out though but not good in a head wind. In addition to the cape a sou'wester for the head and spats for the legs and feet completed the ensemble. Apart from giving one the appearance of deep-sea fisherman I used to sweat like????

Before venturing out on the bike I have a procedure for checking if it is actually raining. I go outside the back door outstretch my arm and hand to check if there are any rain drops, I have to be cautious when carrying out this procedure because my dear wife has threatened one day to chuck a bucket of water over me from the bathroom window.

The decision to ride in the rain is not always down to the rider, particularly in Time Trials.

I recall one of our evening time trials (Brent Eleigh circuit) (see pics) about two years ago, there was a question mark over whether to start the event due to the potential for rain. The decision was made to start the event and I was one of the early starters.

Shortly after starting the heavens opened up and the rain just got heavier, the roads were about two inches deep in water and the conditions were becoming more dangerous. At

first I thought to turn round and retrace back to the start unfortunately I was at mid distance so decided to continue to the finish, unbeknown to me the event had been stopped shortly after I started...after all that I didn't get a time and definitely no points.

Time Trials on the popular E2 course on the A11 are regularly subject to cancelation due to high winds or rain. I particularly recall a 10 mile



event in 2019, rain was threatened but the event started in the dry. I was on the start, the timekeeper was counting down 5, 4,3,2,1, go, just then the heavens opened up as I began my starting effort up the ramp onto the A11. The rain just got heavier and combined with the vehicle spray it was impossible to see clearly and I became very uneasy about continuing. The thought that drivers would not be able to see me until the last moment scared the hell out of me so I took the first exit at about a mile and rode back to the start...fortunately in one piece. Since that day I have refused to enter any more events on that course. Riding in the rain raises the risk of an accident particularly after a long dry spell when the roads become greasy, steel drain covers become slippery, a good example is the first stage of the recent Tour de France in Nice, riders were falling all over the place and even managing to head butt a road sign when unable to navigate a corner.

In May 1969 I rode a 30 mile TT on the Thetford to Norwich road; it was a single carriageway, in those days with a dead turn. Back in those days weather forecasting was not like it is today it was very much a lottery so selecting the correct tyres for the conditions was also a lottery. It was an afternoon event and at the time of leaving home the weather was dry with no sign of rain. I wanted to improve my 30 mile PB so decided to use my best wheels and slick tyres as I knew the course had a smooth surface. I started the event in the dry but unfortunately it started to rain after the turn. I was going well until I took the corner in Attleborough main street at full speed forgetting I was on slick tyres. The result was inevitable. I finished up skidding

across the road on my back with my bike narrowly avoiding being crushed by a car. I wasn't hurt so quickly got up; the look on the car drivers face when I picked up my bike at the front of his car and continued on my way was a picture. I often wonder what he thought of that nutcase cyclist.

I have spent many happy hours, sometimes even days riding Audaxes with other members of our club. Many times we have ridden 200 km events in the pouring rain leaving our mark at Café stops along the way, then, after finishing asking ourselves did we honestly enjoy riding a bike for 8+ hours in the rain...we always came back for more.



Being prepared is key to being relatively comfortable when riding in the rain, a good rain jacket with breathable properties and waterproof overshoes are essential the addition of waterproof gloves, waterproof cover for the helmet and waterproof leggings will enhance the experience but may make one feel like you're "boiling in a Bag" ...and don't forget the mudguards.

## Back In Time

*by Brian Webber*

This photo was taken in 1981 on a Sunday club ride for our youngsters, as usual I was runs leader, at that time we had about 10 to 12 youngsters in the club. Harold would take Kevin & Viv to Eastway or to other road races whilst Tony Hall and I would take other youngsters on a cub ride. (Later on Bill Carrigan took over this role). Photo from left to right Andrew Webber , Richard Webber, next you know the chap with the great hair do, dare say I will get some stick over this, chap with his back to the camera is the late Brian Nixon time trial secretary & timekeeper, sadly he passed away in 2002, holding the front wheel is Lee Pople, holding the back wheel is Chris Nixon (not a relative to Brian). I wish I could have a £ for very puncture I mended on those Sunday club rides, needless to say we always stayed together until the punctures were repaired, one the worse cases was when the group had four punctures in under a mile, one of our senior riders who was with us said, " if any of you get another puncture I will just go, sorry" we had



only gone about 25 yards up the road when this senior rider came to a halt , yes he had got a puncture! he threw his bike on the grass verge in a huff, then to make matters worse one of the young lads chipped up with "would you like us to stay with you while you fix your puncture" sorry to say that I just cracked up, but glad to say the senior rider took it in good part. I look back over the 40 years and laugh at some of the things that have happened, yes I miss the club rides, and I also miss the timekeeping this year, I hope that I will be able to continue with this next year, in the mean time I would like to wish you all the very best in cycling, take care and stay safe keep well.  
.....*Brian Webber*

## **This morning had a strange encounter**



Walking the dog down my dark narrow lane a chap wheeled a bike out of a secluded field.

A mountain type bike with storage bags. I suspected he had camped in the field. He told me he had cycled from Orford yesterday and was heading back home to London.

I had cycled myself to Orford last week and along the ridge were many twitchers, the rare Red Backed Strike had been seen (flown from south Africa ) only 1 male bird with very little hope of finding a mate at Orford. I suggested he might have more

luck in Essex. Haha!

Puts our moans about lack of social contact into perspective!

Thank you Roger helping us to keep up with club news.

I having a weekend away in Brighton as entered the Brighton Mitre.

Best wishes Caroline

## **Raymond – Audax Superman**



Raymond Cheung is listed on AudaxUK website as having completed 12 RTTY's – (Randonnees through the Year), i.e. a total of **144 200k rides!** Having completed 10 series gives him Ultra RTTY status. Deservedly so.! He has also conquered Paris – Brest – Paris and London – Edinburgh – London in the past years!

Brian Mann has also completed 7.

If we had had a normal full season with awards etc, he would have been a good bet for rider of the year. I would have certainly voted for him!

## **More Club ‘Non Happenings’**

It's already been mentioned that Sunday club rides from Sudbury have been cancelled (just as Martin North was about to re-start them again). Also victim of these new Governmental rules is the Reliability Ride + I'm sure our end of season dinner will also fall foul to the 6 in a group ruling.

# MUD SWEAT AND GEARS



## **Mud Sweat & Gears XC Series @ Haughley Park , Round 2 20<sup>th</sup> September**

After much searching on the Interweb, I gleaned these results from the above event which included a good smattering of CCS members taking part.

It would be good if riders entering the next event could send ride details including photo's if possible.

<b>Cat 2 Men</b>	Mathew Shotbolt	12 <sup>th</sup>
<b>Cat 3 Men</b>	Rob Davies	48 <sup>th</sup>
<b>Cat 3 Men</b>	Graham White	53 <sup>rd</sup>
<b>Cat 4 Men</b>	Rob Harman	13 <sup>th</sup>
<b>Cat 4 Men</b>	Oscar Keep	23 <sup>rd</sup>

Next round will be at Thickthorn, Norwich on 17/18<sup>th</sup> October.

## **Plodders progress from 42x26 to 34x32. Pre Covid-19**

*By Martin North*

Last autumn Cafe Como Friday Cake Club members suggested I shared a brief account of a recent jaunt in the Vaucluse region of France. The morning ride is an extremely modest one compared with epic adventures across France of Jane, Raymond and Geoff as reported in previous editions of Spindle. I was back at the start for elevenses! It may however rekindle memories of past achievements for several of you.

Back in January 2019 when we booked our accommodation in Sault I'd not given any thought to its location at the foot of Mont Ventoux, more my wife Sue and I were thinking about previous visits to the village and it's well known Lavender Festival. As the date for the holiday grew closer I toyed with the idea of riding the mountain again. On several club runs I sounded out Steve Barnes' and Viv



Marsh's views about the route from Sault knowing it was a ride they knew.

Viv assured me it was a big chain ring ride from Sault up to Chalet Reynard. Interestingly Steve had his gearing adapted for his last visit to the Alps and sported a CD size rear sprocket. Hmmm!

I thought if I felt the urge to go up the hill I'd hire a bike in Sault, and that would have the right gearing.

I reflected on my previous ascent from Bedoin in 2000 riding my 1984 steel Peugeot with a bottom gear of 42x26. Thinking back, I didn't really need a saddle on that attempt as I was out of it for most of the ride. That was excepting the many places when I unknowingly set an example for Chris Froome, you know the bit when he was off his bike and took to his feet up the hill. That memory prompted the packing of touring shoes along with several CCSudbury tops for the chill on the descent just in case the hill beckoned.

Once in Sault, you couldn't escape cyclists doing the climb! Sue said, "Stop looking at them, you know you want to do it, just go and hire a bike and get it over and done with" or words to that effect. Albion Bikes in Sault provided a suitably geared carbon Giant with a bottom gear of 34x32. Checking out the weather forecast using a mountaineer's website, Wednesday 17 July was to be the day. Light-ish head to crosswinds to start with but increasing in strength as the day progressed.

Early that morning I set off determined to conserve energy early on in the ride. Hardly anyone else around-it was even too early for the boulangerie and I was cold, needed three layers. The big chain ring was in use to start with for the 100 metre drop from Sault onto the D164 that leads to Chalet Reynard. This road has a very gentle gradient winding through open countryside skirted by lavender and mixed arable fields. About 20 minutes later I was on the small ring and glowing well as I entered the forested section of the ride. 45 minutes after starting I made my first stop to remove a layer.

The gradient snaking through the woods, although a challenge, was consistent and allowed a steady pace to be set. It was very quiet and I hadn't seen other riders or much traffic, just a couple of cars. As the road came to a viewing point I stopped briefly to admire the panoramic view across the Nesque Valley to Sault. The Nesque Gorge is a wonderfully scenic and satisfying ride.



I thought there was some encouragement for me en route as clearly someone had been out writing Maarten on the road. Shame they couldn't spell! More encouragement further on or at least I thought it might be as I could hear what I took to be cow bells as used by supporters on mountain stages. The bells brought me to a halt as they were attached to sheep, at least several hundred who scrambled down a rock face onto the road and in the process showered the road with sizeable stones and rocks. At this point I met another ascender and we stopped for 5 minutes or so to clear rocks away and for the sheep to get off the road. The much younger rider flew off once our stone clearance task was complete.



About 16 or 17 k into the ride there is a false flat which leads to Chalet Reynard. There, I did get back briefly on the big ring and almost up to club run pace.

Now out of the woods, above the tree line and at Chalet Reynard.

Here the Sault road joins the Tour route from Bedoin and there were small groups of riders, in twos or threes coming up on that route. Interestingly there were also about a half dozen cars parked at Chalet Reynard unloading bikes and folk starting their ascent at that point. Time for an energy bar and glug from the bottle in readiness for the final tough 6.5 km to the summit!

By now the wind had strengthened but it was a brilliant sunny morning so just plugged away and enjoyed the view from the very bare rocky landscape. There were a couple of riders about 50 metres ahead who seemed to be going at my pace so I made up my mind to track them. At Tommy Simpson's memorial I stopped to pay my respects, knowing by that stage it's not too far to the summit. Up past the various photographers plying their trade; so now only about 2kms to go. I was feeling good and able to cope with the hill and headwind, but at a very modest pace. Drawing on previous experience of hilly roads in France I kept to the outside on bends avoiding the steeper gradient on the inside of the curve. The last straight drag was into an annoying cross wind and then a little lift from it as I made the last turn onto the summit by the observatory.

Not that many people were there, I suppose thirty at most, many of whom were Dutch cheering on fellow riders as they made the summit. At least 20% of the riders were on electric bikes. I didn't hear or spot any fellow Brits but another guy (I believe he was a Belgium) asked if I'd take his photo to include the Mont Ventoux summit sign which I did. He reciprocated but managed to miss off the top of the sign!



After spending quite some time taking in the views, ate another energy bar, put back on my ultra packable CCS top and off to enjoy the descent. Whoa! The first corner came all too soon, hitting well over 70 kph on the straights and the 25 kph cross wind was making going quickly more than interesting. Six kms later and into the woodland road the wind was less troublesome and it was great to be pedaling easily on the big chain ring and small cog on a near empty smooth road. Just over 40 minutes and 26 very winding kilometres after leaving the summit arrived back in Sault, a very satisfied and happy man. The whole experience was more than worth the few hours of effort and to be highly recommended but it left me with three thoughts:-

- Why were there no potholes?
- How did a number of our club members manage all three routes to the top in one day?  
(This was Andrew & 'little' George Hoppit and Viv Marsh!-Ed)
- How do the racers descend at 90+kph? Chapeau to them.

PS I hadn't realised on the previous day Garth Evans and Gary Johnson had also ridden the climb but from Bedoin, if only I'd known I could have gone and watched to see how it is done at speed!  
(It would have been very surreal if you had met them on the same road – Ed)

.....



*And so another edition bites the dust. I'm not sure what we all have to look forward in the coming months. There will be a tailing off of Open TT's next month, although the MS&G XC Series will be continuing throughout the winter as will DIY audaxes I guess. Maybe the pic alongside will be all we have to look out of the window at. About time we had some snow. That'll see old Covid off??? Won't it? Good fun though riding a MTB in the snow!*

Rog