



The Spindle. DECEMBER 2020. cycleclubsudbury.com

The Year That Wasn't But Could Be!!!

As we end the first year of my Chairmanship, I was hoping to be writing about the expansion of social and competitive riding alongside the beginnings of a youth movement in the Club, with volunteers' thrusting their hands skywards as a wave of goodwill and optimism shone across the club.

Unfortunately things transpired differently. We can look backwards over the past year with disappointed eyes but I decided to write about the year that might have been and could be with the help of members, supporters and helpers alike.

So with no further ado, please see below the year that wasn't but could be:-

January-March

As the year turned, winter club runs continued in some varying weather conditions but this deterred no-one, with attendances up, a solid 30-40 riders of all generations met at Market Hill on Sunday Mornings and seeing 4 separate groups leaving at 9am. Some stopped for coffee and cake whilst others "tanked on" and all 4 groups met for coffee or a swift beer at the Pub we have now fostered links with, due to the social midweek meetings which had been introduced.

The Reliability Ride at the end of January was a huge success with well over 100 attendees and massively supported by riders and volunteers' from the club. Revenue broke all records and was a perfect "see off" to those joining the Club training camp in Majorca.

A crowd of 15+ riders and support staff flew to sunnier climbs and got a solid 7 days riding in the sun, which set the competitive element of the club up for the season ahead, whilst those who aren't as competitive did enjoy the weather and a beer or two!!

Coming to March, we saw the annual running of the Mad March Hilly which had numerous entrants from clubs around the region. Again, another huge success and the warm weather training paid dividends with CCS riders taking all three places on both Male and Female podiums along with Club legend Leon West breaking the course record!

April-June

The club rides continued as did the midweek social rides meeting and finishing at the pub we've fostered links with.

The Road Race season had started in March but most of the team chose not to enter races until April. These have had various successes with the club climbing the ranks in the Eastern Roads Race League and currently competing for honours.

The Chain gang is now being run as 3 groups due to the number of attendees. It's been great to see the younger riders joining in and learning to ride as a group alongside the more senior members generously giving their time to assist.

Thursday nights have now been taken over by the TT series, which has disappointed the BBC as viewing figures for Eastenders dipped due to the numbers riding. It's been great to get more Timekeepers helping to take the pressure off the club stalwarts and ensures that the series continues for years to come.

The 6 monthly quizzes was a huge success and were attended by numerous club members and were also joined in by several locals in the Pub.

July-September

The warm months rolled on and the weather has been most agreeable which really has been great for the Audax Riders with the Club Audax being well attended.

CCS are holding a top 3 position in the Eastern Roads Race League (ERRL) and had been congratulated for their efforts on laying on the best Race held in the ERRL.

The race itself saw a full complement of riders from the club seeing all riders claiming top ten places.

The support given to the Race team by riders cycling over to races and cheering the riders on, has been brilliant and has been the catalyst for big results.

On the social side, the summer BBQ/"get together" was terrific with a few beers and glasses of wine enjoyed by all with riders and friends waffling until the "wee hours".

Club rides both at weekends and weekdays have continued with healthy numbers and the feel good factor and comradely has grown due to the social get together's.

Thursday night's TT series finished, collecting huge kudos and revenue.

TT riders also toured the region riding Open TT's collecting both personal and team bests, accruing awards and being cheered by supporting riders.

October-December

As the TT and Road Race season finished with the Road Race Team claiming a top 3 placing in the ERRL and the TT riders cooling their engines, it became time to roll out the Hill Climb.

Possibly the jewel in the CCS crown, the Hill Climb was attended by riders from all over and Watson's Hill was overcrowded by the usual over excited cow bell waving hoards cheering.

This was a fantastic spectacle with a large number of CCS rider's gurning their way up the Suffolk Koppenberg to Belgian style chanting.

Still, numbers are great on the club runs and the midweek social gatherings are still, well attended. It was great to see so many new faces at the club dinner and the dance after were enjoyed by everyone. Congratulations to all winners.

Again as in June, the Christmas quiz was met with a large crowd and the annual curry was also well attended and was enjoyed by all.

What a great year membership is up, committee and helper numbers are up, the social side of the club is well attended, new friendships have been forged and "piggy backing" on these successes are the Race Team, TT riders and Audax Riders!!

Onwards and upwards!!!

Back to Reality!!

This year has been a testing and disappointing year as we all know but with the vaccine ever closer, we all have hope for the next year.

We have, as people and as a club been in limbo and our lives held in a state of flux for best part twelve months so as we roll into Christmas and the New Year, lets raise a glass to optimism and make next year the year that could be by helping, volunteering and making the club as good as it could be.

Thank you all for your continued support and I wish you all a Happy Christmas and a Better New Year!! Cheers All

James

HOW THURSDAY EVENING TIME TRIALS WILL OPERATE IN 2021



2021 THURSDAY EVENING TIME TRIAL SERIES

CCS intends to run the Thursday evening TT series in 2021, Covid-19 restrictions allowing.

If Covid-19 restrictions still apply in April, which is likely, the season will be shortened by dropping the TTs on 16, 23, 30 April (and 27 August, if still necessary) and changing the course for the first event on 7 May from Hitcham Hilly to Lavenham 10.

There will also be changes in the way people register to ride, sign on, pay etc, and the way in which timekeepers and marshals will operate. Full details will be available early in the New Year.

Robin Weaver

Caroline's Challenges



Life is a challenge but since March we have all had increased worries and concerns both for ourselves and others.

I was locked in from March and not seeing my family was tough but since the girls are frontline NHS, I have been back to regular childcare duties. I would usually plan an Easter hunt and Halloween hunt but all postponed.

I had a full season of Time trials and 2 triathlons in North Wales. Mold in the last weekend in April and Ruthin the first weekend in May. My mother would have been 100 2020 and my father was a teacher at the big private school in Ruthin. It was an annual trip to this area as children visiting my grandparents. My dad had poor eyesight so never drove always a long train and bus journey.

I have managed to get out twice a week doing between 40 and 50 miles but have missed the Thursday evening TTS.

I have managed 2 x 10 TTS and 3x 20

I entered the VTTA event over Newmarket but did worry about coping with the course so opted to Marshall instead but event got rained off.

I was on the start list for Ugly the weather was also ugly checked website for cancellation before leaving home at 6am. Weather report suggested weather would improve. Once off the A120 situation got worse the rain eased but gale force winds. The route to the venue was either diverted due to road closures or so deep in water not safe to drive through.

I met several other cyclists trying to get to the start some had already missed their start time.

The event was cancelled due to the road conditions.

I had not been able to ride a 25 this season and like many was itching to get away. I entered the Brighton Mitre 18th October finding a lovely secluded lodge (Tovey Cottage – pic alongside) at the bottom of Ditching beacon with glorious views over the South Downs.



I am not one for too much technology so using my maps and bits of paper scribble down the route to the event venue and course.

I planned to ride some of the course on the Friday afternoon and was horrified to turn right onto the A24. It was fast ferocious but in true grandma style kept going no other option.

The event was on the Sunday morning I was No.89 and off at 9.29.

Only 9 ladies to start and only one other I noticed on a road bike like mine.

The hills had looked challenging but in fact we're undulating and rode well but the road surfaces were poor in places.

The A24 rode well but a long stretch on the A238 road was narrow very busy and fast with undulating hills with some drivers having little sympathy for an orange grandma in Lycra.

The next hazard was a car boot sale entrance only a half mile from a big roundabout taking me back passed the boot sale entrance then 4 miles on to the finish a steady uphill climb into a headwind. I finished and was 7th not entirely last as 2 ladies DNS. I did however do a new 25mile PB by nearly 4 minutes.

For a cycling grandma I was well pleased!

My first TT was the Mad March Hilly in 2018 I have found I love the challenge having to study the rules getting myself and bike ready and to the venue. I never fail to get both nervous and excited and the people I meet in the car parks and on the start line are accepting encouraging and friendly. Most in fact have better bikes and better gear; my top is in fact vintage like me. I had a lovely weekend and now home and refreshed to continue with grandma duties as sadly the Covid situation is not going away YET.

Our chairman has been an inspiration to us all in fighting a personal battle to keep fit and also cycling to ensure others have a chance of treatment.

One of my daughters had a recent diagnosis but due to quick surgery is back at work fighting Covid.

My other daughter is doing a Skydive for the new cancer unit at Ipswich.

It is so important to keep positive and if we all stick together ensure we follow the rules that help keep us safe we can once again look forward to enjoying our families and cycle Club Sudbury events.

Keep safe - miss you all
Caroline.



Brian's Thoughts during these current Times and of Times gone Past

by Brian Webber

Hi, long time no see, hope you and your families are well.

Many thanks for the info on the AGM. , my thanks to all the committee for trying to keep us all updated, thanks Roger for giving us something to read in these trying times, it has been a very hard year for you all but I was hoping that you would all stay on the committee for another year so as to help the club through these uncertain times. In the 40 years that I have been with the club, 25 of those I was on the committee, I have seen 3 local clubs and the Essex & Suffolk Border Combine all fold, all had plenty of members, but as the committee members got older and passed away no one wanted to step up and take on the role of helping to organising things, I hope and pray that does not happen to CCS. As for having a minimum of 5 committee members for a meeting (this rule was made about 38 years ago) please bear in mind that you could always ask the President to attend any committee meeting, also you can co-opt any first claim member to attend a committee meeting to help discuss things the only thing is they are not allowed to vote on any items, this may help make up a quorum on certain meetings.

I have told Robin that I will be willing to time keep on the Mad March Hilly (if I am still around).

I am aware that the evening TT are still 6 months away, but I am looking at some things to make it easier and safer for all, will be getting in touch with Robin to talk about this at a later date.

Thank you all for your time, stay safe keep well,

Best wishes in cycling Brian W

Final Open TT Results 2020

C.C.S. Riders - Open T.T. Results - October 2020

<i>Date</i>	<i>Event</i>	<i>Course</i>	<i>Name</i>	<i>Dist</i>	<i>Time</i>	<i>Notes</i>
Oct 3rd	API - Metrow - Chemsford	E91/10A	P.Hatcher	10	24.34	19th
Oct 17th	VTTA Notts & East Mids National Championships - Newark on Trent	A25/34	J.Bradbury	25	53.49	18th
Oct 18th	Brighton Mitre CC - Shoreham	G25/93	C.Wyke	25	01.28.09 PB	7th lady

***** *John Bradbury has ridden 10 events this season (detailed further on)*

It's worth recounting his best times for the 4 recognised distances as follows:-

10 Mile - 21.29 (Alex Purcell also rode a 21.29!)

15 Mile – 32.22 (New CCS record & PB)

25 Mile – 53.39

50 Mile – 01.46.17. (PB)

An excellent effort by John during this truncated and strange season including an end of season successful visit to Nottinghamshire and I'm awarding him the Virtual Spindle Rider of the Year Award....

Alex Purcell rode John close this year (9 rides) and as a newcomer to TT's can be very pleased with some sparkling first time efforts. There were many others who defied the Covid odds and deserve a mention, among them were Leon, Gary Johnson, Gary Pamment, Phil and the ladies Sue, Caroline & Sarah who rode 5 events each. Caroline managed to improve her 25 time by nearly 4mins on an away day late in the year in Sussex and gets a chapeau from me.

Rog.

Photo Memories from 2010-ish!



A Brief Personal TT Season Summary..

by John Bradbury



Having missed the pre-lockdown TT's due to my kids sporting commitments, by the time we were once again allowed to TT in July I was raring to go. First race I could get into was the Chronos RT 10M on the fast F2A/10 course near Cambridge; a full 180 rider field saw me at number 162 so a long wait.

With about 30 mins to go a monsoon like rainstorm arrived mid-way through my warm-up and, as I rode up to the start line, I was greeted with the marshals high tailing it back to HQ as the race had been cancelled...rider 158 was the last person off. So, after a lockdown of almost unbroken sunshine, this was my welcome back to TT'ing. Two poor races followed at the Orwell Velo 20 on the 1st August and the Essex 24M SPOCO on the 9th August. Was on the verge of knocking the season on the head but, for some reason, decided instead to race two TT's in one weekend?!

Starting on Saturday afternoon with the CC Breckland 50 on the bone shaking/bike breaking B50/20 course on the A11, amazingly I managed a career PB of 1hr 46mins 17secs and a reasonable 15th place in a decent field; then did the Diss SPOCO 25M on the Sunday morning and clocked 56mins 29secs to squeeze into the top 10. Monday morning...I couldn't walk down the stairs and I think I will leave the "double headers" to the younger members in future ☹️, but the performances were encouraging enough to keep me going for the rest of the season.

23rd August was a blast along the familiar roads between Harleston and Bungay for the VCB 50M TT; a 1hr 56min time on a SPOCO course was good enough for 9th place. Bank Holiday Monday (31st August) was a trip to Blackmore for the Essex Roads CC SPOCO 25 which did not go well even before I left home; dropped my bike onto the rear screen of my car, smashed the screen and left some surprisingly deep gouges in the paintwork of the boot lid too. The race was equally frustrating (albeit less expensive) and the worst ride of the season with a 58 mins 58secs time, 25th place and a career slowest on this course!



5th September and I was back on to the bone breaking A11 for the CC Breckland 15M TT for anyone who has plans to ride this, make sure you leave plenty of time to get from HQ to the start line and have a high degree of orienteering skills! Good ride and a PB for a 15M with a 32min 32 sec time and 16th place. Then on the 9th Sept I had a go at the famous E2/10 course...wish I hadn't bothered after a poor ride I got what I deserved with a 21min 44 sec time. Two weeks later, at the DAP SPOCO 10, I managed a 21 min 29 sec time on the B10/43 SPOCO course (Yes back up at Bungay again) and another 9th place; unlike the E2, I was delighted with this time which was also a PB on this course.

My final race of the season was planned for the 3rd of October for the VTTA National Champs which involved a trek to Newark and a first outing on the A25/34 course. But, just at the start of my TT season, it was a victim of the weather; so too was this event. However, massive credit to the

organisers as they managed to reschedule the event for the 17th October! I usually stay within East Anglia for my TT's, so this was a first venture outside of familiar courses. Left 4 hours before my start time (journey time was 2.5 hrs in theory) but thanks to a combination of accidents/roadwork's I arrived with 23 minutes to get to the start! Certainly not the best preparation but got to the start about 45 seconds before the off. Knocked out a 53 min 49 sec time and 18th place which, given the course (challenging) and the preparation (poor) I was well chuffed with. Great end to the season and very glad I didn't give up after the first few poor rides of the season.



10 races done, 2 career PB's and a couple of course PB's...I will take that after the 2020 we have had! So, it's back to the turbo training (in a bit) then fingers crossed for a more normal season in 2021.

Cheers all

John

MAC

by Robin Weaver



Some of you may have heard of the recent death of Mac (Maurice) McDermott, at the age of 88. Mac was a keen cyclist all his life. Born in 1932, he began cycling in 1946, and joined the North London CTC, then progressed with a new Claude Butler to the Century Road Club, based in north London. In 1948, Mac went on a bold venture at the time, aged 16, a touring holiday to France, not without mishaps – a great read in the November 2010 Spindle, available on the CCS website at cycleclubsudbury.com. A lifetime of cycling followed, with Mac becoming a great time trialler. After a move to Colchester where he established a small building business, Mac became a member of Colchester Rovers in the

1970's, carried on time trialling with some record-breaking times, and became a committee member, eventually being made a life member for his services to the club.

He joined CCS in the early 2000's, and became a regular club and audax rider across East Anglia in all weathers. One Mac- led windy, cold, snowy Wednesday ride in late December 2009, on the exposed Harwich/Mistley road, comes to mind – followed by Julie's cakes back at Leavenheath. In 2010, aged 78, with other club members he rode a Reivers Way/C2C circular route over four days. He continued taking part in and leading Wednesday rides until early 2017. He also travelled with club members to France, around Picardy and to Dieppe until 2016, completing the 100k (and hilly) Dieppe ride in that year.

Mac had a great cycling and family life, and sets a fine example of a keen and dedicated rider and club member.

The following is the inspiring account from Mac of an almost unheard of journey undertaken (in those days) through France in 1948.

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 Claude Butler. During this period I met Alf Graves. Alf was 10 years older than me and became a lifelong 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

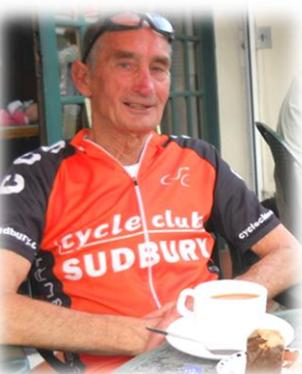


indeed broken his collarbone. In those days the treatment for this injury was to have a padded ring threaded up each arm and each one threaded together between the shoulder blades, which were duly done. Alf said it was a bit uncomfortable and was impossible to do many tasks, i.e. washing himself, dressing, 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.

Mac



Weather beaten or beaten by the weather (Part Three).

By David Fenn



It's early Sunday morning, as I look out of my bedroom window onto a cold, mist shrouded rear garden I am trying to decide if I want to go for a bike ride or write that article for the Spindle that I promised Roger but have been putting off. The deadline is looming and Roger, like all good editors is applying pressure so decision time, cold, foggy bike ride or sit in my warm, cozy study and write that article ?...the article wins.

Like the vast majority of riders I find the winter months can be a real drag, the conditions demanding correct selection of clothing and regular cleaning and maintenance of the bike. With the welcome arrival of Spring, the weather warming up and dryer conditions it's always nice to put away the heavy winter clothing and bike and bring out the lightweight bike, short sleeved top and shorts. As the days get longer and the weather warms into the summer months it's time to consider the effects of the sun on our bodies as the temperature increases. With more skin exposed to the sun it is important to apply Sun Block before going on a ride and depending on the length of ride apply more during the ride.

Dehydration is another important aspect of riding a bike which should not overlooked. Back in the mid 1960's when I started riding a bike, dehydration was not really a consideration, riders, me included would go out on a 3 – 4 hour ride with no water bottle or food, at the time it was thought it trained the bodies tolerance ready for racing conditions (*what a load of codswallop*). Thankfully science has now caught up with the introduction of Hydration tablets, energy gels and modern coaching.

My tolerance to summer heat is limited to about 25 deg C, anything over that and my body fails to function efficiently.

In 1968 I and a few West Suffolk Wheelers club mates traveled to the Isle of Man in June for Cycling Week (the week after the IOM TT week). The weather all week was fabulous, the temperature about 30 deg C all week. I was entered in the Onchan Cup, a 50 mile race for juniors held on a closed circuit covered a number of times, and the circuit had a hill about half way round. (*David is just right of centre in pic*) There were 180 starters and the pace was pretty quick from the start. Not being the



best climber I made sure I was near the front at the bottom of the hill on the basis I could climb at my pace and drift back through the bunch and still be in the bunch at the top of the hill then work my way back through the bunch to near the front ready for the next climb. My strategy worked well for the first few climbs until on about the 4th climb I snapped my right shoe plate (back then toe clips were de rigueur and leather shoes with nailed on shoe plates) which meant I was not able to apply full upward power on my right leg so this time I was out the back of the bunch. Over the top of the hill the bunch slowed so with an effort I was able to latch onto the back. Unfortunately I was not able to get to the front of the bunch so next time on the hill I was out the back for good and riding alone. I did get a welcome cheer from the spectators in the Grandstand as I passed through to continue on the next lap. It was a hot day and I had made the mistake of not carrying any water so was now thirsty. Eventually I caught a rider who had also been dropped we had a chat and decided to continue on the final few laps together he also kindly let me have a drink from his bidon. We did continue to the finish where I out sprinted him. The final result shows the race was won by Bob Jones who eventually turned professional for Bantel, there were 32 finishers, I was



31st and to this day I feel mean by out sprinting the rider who offered me a drink from his bottle when I was struggling. I recall riding the Windmill 200 k Audax in June some years ago along with Steve Barnes; the day was very hot, about 29 / 30 deg C. The first 100 k took us through Suffolk lanes to Newmarket for a short refreshment stop at the Café near the clock tower. I had not drunk much since starting and was beginning to feel the effects of dehydration so decided I had better take more care over my hydration...a bit late as it turned out. We continued but my core temperature remained high and I was riding slower and slower despite my increased hydration fluid intake, Steve was also starting to feel the effects of the heat eventually at about 150 k we decided to stop and shelter in the shade under a tree. After about 30 minutes our core temperatures had dropped to a comfortable level and the ambient temperature had started to cool and enabled us to complete the final few Km's in relative comfort.

Now for good example of how not to prepare for a Time Trial! Colin Harris and I rode the ECCA 10 on the E91/10 on Monday 7th May 2018 in 29 deg heat. Colin, in an attempt to improve his performance thought he needed to review his pre Time Trial nutrition regime and decided it would be a good idea to bulk up his food intake by consuming a full 400g tin of baked beans 3 hours before the event. I think he may have been relying on the effect of the baked beans eventually providing some form of wind assistance during the event (Gastric Doping) so timing would be critical to achieve maximum effect. On post event analysis Colin concluded his pre-race nutrition was a total failure and not to be repeated (pun intended) as he had experienced an uncomfortably full belly for the entire event and was violently sick at the finish...the final insult was his slowest ever 10 mile TT.

HEALTH WARNING, don't attempt to follow any of the above examples and ignore any nutritional advice from Colin Harris.

**So another year/season comes to an end. Let's hope we can look back on it this time next year and wonder 'did that really happen' now that life is almost back to normal. It's been the most challenging year we can remember since the last two world wars the nation endured! On the upside, our love of cycling wasn't affected too much. We were lucky enough to be allowed to continue to hit the roads whenever we wanted unlike dozens of other sports/pastimes which fell by the wayside! Heyho, we just have to hope the new vaccines do their job and get us all back to some sort of normality in 2021..*

Well this issue has surprised me with the amount of content I was able to cajole out of some of our members who rarely fail me. James is always keen to help, with his lead article of what CCS could have aspired to this year, Caroline always has a good story to tell, Brian often shares his thoughts and opinions with us and long may it continue, John responded to my plea for his years TT summary within hours of asking, Robin kindly wrote the piece about Mac's cycling life. A nicer, gentle and more polite soul I have never met. A proper biker! He will be missed. And finally David provided his latest article about the differing conditions endured by bikers. Thank you all for making the effort. To all members, have the best Christmas possible!! It can only get better?.....Rog



Overkill?



Underkill?