

Tour de France Edition



The good news is...club membership has passed the 100 mark!!! ...**And** the really really good news is....**we** won the Tour and in some style to boot. Wiggo was just awesome, Cavendish was just unbelievable, Froome was just dutiful and Millar topped it off by winning a stage. I guess some other Johnny Foreigners also won some stages as well, but quite frankly I can't remember them!

My decision to go with a couple of chums over and watch 3 stages made it all the more personal and memorable.

I know of at least a dozen other club members who made the effort to watch some of it first hand and were all amply rewarded. I loved it so much, I have even written a bit in here about it all. Yes, it was that good. (*Looking forward to other 1st hand accounts!*)

Rob Davies and family went over to watch the last stage in Paris and relates that on the Monday after, he and son Jack tried to replicate Cav's final sprint at the end by 'hiring' a couple of Paris style Boris Bikes. They charged round the course amongst the traffic on the



Champs Elysees and both went for the 'line' but Rob reckons his chain came off and trailed home 2nd (and last) while Jack took the Cav style victory! As excuses go, that's a pretty poor one Rob!

As for the Olympics, the men's road race was a huge disappointment – why don't we have a plan B? Lizzie Armistead redressed the balance with a brilliant silver after Emma Pooley put in a massive effort throughout to get her there and which probably scuppered her own chances in the womens TT. But along comes Wiggo to lift us all up

again with a perfect TT result for gold with Froome taking the bronze. Just outstanding chaps! What a month for Wiggo, Britain and cycling. I just hope the results on the track go our way! Hmm

Moving onto more mundane things, (sorry Dave)

Water bottles/bidons.....

The Club now has some good quality CCS-logged 750 ml water bottles in stock.

The committee has agreed that the first one would be free issued to all club members (To celebrate winning the Tour.....sorry, I just made that up, but seemed like a good idea!) with the option of purchasing further bottles at £2.00 each. (Which must be the bargain of the year but unfortunately you have to provide the liquid to go inside them!) The bottles will be available to collect at Thursday evening TT's or by other prior arrangements, unfortunately they cannot be posted.

Contact Dave Miller, CCS treasurer, Old School House, Chapel Street, Bildeston, IP7 7EP; tel 01449743937, mob 07754398547.

Well done to Dave for sourcing and sorting it all out for us all.

OPEN TIME TRIALS ARE NOW LISTED ON C.C. SUDBURY ON-LINE EVENTS DIARY

If you ride open time trials or might like to, then look out on the events diary on the club's web-site (<http://www.cycleclubsudbury.com/events/event-diary>) as it now includes Open Time Trials (alongside details of Audaxes, meetings and club runs). If after looking at the events diary you'd like entry details for an Open event and don't already have a copy of the CTT 2012 Handbook, post on the CC Sudbury Facebook group page and the necessary information will be provided by other club members. It's hoped that including Open Time Trials on the events diary will enable riders to co-ordinate the races they enter and encourage more club riders to take part.

As I mentioned earlier, we're now back up to the 100 member mark; all friends, relations and fellow riders are welcome to join. Will there be a huge influx on the back of 'our' T de F and Olympic successes. We will keep you informed. Recent new members include David Potts, Sudbury, Mick Pepper (2nd claim), Martlesham, Malcolm Borg (2nd claim), Glemsford.

Future audaxes; August and September

Saturday 11 August: Bedford: 200k ride.
 Saturday 25 August: Mildenhall Cycle Rally: 300, 200, 100, 57k rides.
 Sunday 2 September: Cambridge: 200, 100, 50k
 Saturday 8 September: Bedford: 110k ride.
 Sunday 9 September: Oundle 110k ride.
 Saturday 22 September: Henham: 200, 160, 100, 50k rides.

Audax report on CCS Riders July 2012.

By Dave Fenn

Since my last report in May the club has had a surge in points resulting in us currently holding 4th position in the Audax club league table. Fourth position is the highest we can realistically expect and it will be difficult, but not impossible, to hold this position with San Fairy Ann and Audax Ecosse only a few points behind us.

The situation in the club rider individual points has three riders on identical points total of 39 each. Peter and Steve both completed their Super Randoneur Series, Steve also completing the National 400k Audax in mid June. After a slow start to the year Deniece has found new enthusiasm for Audaxing, moving up one place in the points table. John Oakshott, a recent convert to regular 200k Adaxes has become a consistent points scorer this year amassing a useful 22 points to date. Another recent convert to the longer distances is Peter Gibson who has completed five 200km events so far this year to qualify for the Brevet 1000 award

2nd June Gt.Dunmow 218km <i>Steve Barnes, Peter Faulks, John Oakshott, Ed Nevard, David Fenn</i>
7th June Swaffham 100km <i>David Fenn</i>
16th June National 400 <i>Steve Barnes</i>
19th June Dick Turpins Day Out 200k Perm <i>David Fenn</i>
30th June CCS Bildeston 209km <i>Steve Barnes, Deniece Davidson, Peter Gibson, Tony Grimes, Brian Mann, John Oakshott, David Fenn.</i>
30th June CCS Bildeston 100km <i>Mark Gentry, Mac McDermott, Peter Whiteley, Colin Harris</i>
6th July Gt. Dunmow 600km <i>Deniece Davidson</i>
8th July Garboldisham Grovel 205km <i>Steve Barnes, Mark Gentry, Peter Gibson, Mac McDermott, Brian Mann, John Oakshott, David Fenn.</i>

CCS rider AUK points.

Note, riders must be members of AUK to qualify for pts.

<i>Peter Faulks</i>	39
<i>Steve Barnes</i>	39
<i>David Fenn</i>	39
<i>John Oakshott</i>	22
<i>Deniece Davidson</i>	17
<i>Peter Gibson</i>	10
<i>Tony Grimes</i>	6
<i>Brian Mann</i>	6
<i>Robin Weaver</i>	6
<i>Ed Nevard</i>	6
<i>Mark Gentry</i>	2
<i>Viv Marsh</i>	2
<i>Tim Radford</i>	2

Grass track racing

By Simon Daw

The first thing that strikes you is that things are very, very bumpy. The next is that it feels very, very hard! So what is it about grass track racing that appeals to me? When the idea of riding my first grass track meeting was mooted a depressing twenty-eight years ago, I actually remember feeling a bit dubious, and frankly quite "sniffy" at a branch of the sport I then perceived to be rather less worth worrying about than "real" track racing, road racing or, for that matter, time trialling. What changed my mind? The grass track racing community is extremely small – nearly everyone knows everyone else. There's a fantastic atmosphere at meetings – less of the pent-up aggression that one senses in the changing room at a road race, and fewer excuses than one hears at the results board of a time trial. When I left my kit bag at home before one meeting a couple of years back people rallied around and I was duly equipped with everything from helmet to shoes; when I've had the wrong gear ratio I've been loaned chainrings or sprockets. I push a rider at the start of a scratch race; he or she pushes me at the start of the next handicap event. That's what it's like.



"But is it real racing? I mean, it's just cycle speedway, isn't it?" I hear you ask. Well, no. I think that's probably the image many conjure when they hear about grass track, but in truth there are few similarities. Grass track racing is held on an oval track usually between about 200 and 400m – the same size as a velodrome. One or two tracks are even banked, though none of these are in East Anglia. Most racing is simply held on a local football

or cricket pitch. Events are run over distances between 400m and 8km; some are similar to those held in a velodrome (devils, madisons, endurance “scratch” races and short distance handicaps, for example). Others, such as the short distance scratch events, have a different feel – there’s no match sprinting, and riders simply ride flat out for the line, largely because of the nature of the track (aerodynamics are less important and speed is harder – much harder! – to build).

It’s easy to ride grass. One needs a British Cycling license, of course, and a track bike. However, it’s an undemanding sport in terms of equipment – I have spent less on equipment, I believe, in all my years of grass track racing than I spent on my (cheap) disc wheel on my current time trial bike! In fact, I’m still riding the second-hand Holdsworth I bought for that very first meeting back in 1984. Look around at any meeting and you’ll see the odd carbon fibre frame, but far more steel frames from the 80s, 70s or even 60s. Any track bike with more than tiny clearances will be fine; fit it with reasonably tough track wheels with light cyclo cross tubs and you’re off. Unlike modern time trialling, it’s the rider that wins every time.

When one local rider (not CCS) asked me about grass track recently I told him about the typical age range of competitors. Nowadays, I find that there’s a pretty even spread, with most meetings having riders between under 10 and over 60. In fairness, riders at the upper end will tend to find it hard to win unless their name is Max Pendleton. However, many still gain pleasure from tucking in with their little group. There are a lot of riders of around 40, and a lot below 20. A small number of clubs have done a lot to encourage younger riders into the sport – CC Ashwell, Maldon & Dist CC and Colchester Rovers, for example – but it’s also easy to see how grass track appeals to parents – easy supervision, and above all no traffic issues make it a considerably more attractive proposition than the E2 or F1. My tester friend told me he felt time trialling encourages a similar age spread. Clearly, he rides different events from me! The only disappointing thing about grass is that so few actually ever try it. I suspect that’s partly because of the need for extra equipment, but largely down to image. Most meetings attract about twenty-five to thirty riders. I’d love to see a situation in which there were enough over 40s for separate veterans’ races, for example. In the short term however, I’d love to be able to ride with some club mates! There are now more meetings in East Anglia than there have been for many years. These include Bredfield (Plomesgate CC), Mildenhall, Maldon, Letchworth, Ashwell, Biggleswade, Spalding and Colchester. *Why not give it a go?*

A Day in the Fens by Dave Fenn (No relation!)

Wednesday June 20th was a memorable day, not least because it was one of the few sunny days so far this depressingly wet summer. It was also the day the Wednesday Olde Fartes ride went to Ely. We drove to Anglesey Abbey near Cambridge,



parking in their car park where the CCS chuck wagon (Jenny and Brian Mann in their camper Van) were waiting with tea

and biscuits. The ride took us along quiet roads to Wicken Fen and alongside the eastern side of the Great Ouse to Ely for a mid ride Café stop. The young lady serving us seemed unable to raise a smile despite the beautiful weather and the presence of eight fit and handsome, Lycra clad males. After consuming our varied selection of excellent baguettes and coffee it was time to resume our ride. The return journey started on slightly more busy roads out of Ely until we were able to get onto the Tow path alongside the western side of the Great Ouse then the river Cam. In Cambridge we crossed the River Cam to complete our ride on quiet tracks and roads back to Stowe cum Quy and Anglesey Abbey for tea and cakes at the waiting Chuck Wagon.

BRYAN CHAPMAN MEMORIAL 600km Audax

by Steve Barnes

The Bryan Chapman is considered one of the blue Riband events on the audax calendar; I had become aware of it ever since I first started riding audaxes five years ago. Back then, the idea of riding over 600k in under 40hrs with 8300m of climbing was hardly imaginable.

Now as I sat in a restaurant topping up the carbs the night before the start it was about to become a reality. It was a sobering thought that it had taken me over 4hrs to drive the 190 miles to Chepstow and tomorrow I was setting off to cycle twice that distance.

You get lots of weather in Wales, much of it of the wet and windy kind. The weather forecast leading up to the event had not been good but fortunately had improved on the Friday with now only showers likely.

Saturday dawned grey and dank and there was a little drizzle in the air as the other 85 riders and I set off at 6am. Soon after leaving Chepstow we rode alongside a river valley with the smell of wild garlic and the sound of birdsong filling the air. It was about this time that a rider from Kent, spotting my CCS top said, “What’s Brian Mann up to these days”? This was to become a recurring theme. First leg was on mainly quiet, gently undulating A and B roads. The fast boys soon disappeared out of sight and a group

of about 12 of us stayed together to the first control. We had averaged nearly 26km/hr which is faster than I normally ride and conscious of the distance involved I set off on my own to ride at a more sedate pace. That plan didn't last long as I soon latched onto another small group and we continued to make good progress along still mainly flattish terrain. The next few hours were on mainly quite busy A roads, while not ideal for cycling the gradients were at least steady long slogs rather than anything to steep. During the afternoon, a guy in a Tamworth top came alongside and said "what's that Brian Mann doing these days"?

The route is loosely a figure of eight. Kings Youth Hostel at Dolgellau is visited twice and the whole building is taken over for the weekend. First visit is at 225k and a 3 course meal for £5 was very welcome. After leaving the YH we were soon crossing the Mawddach estuary into Barmouth on an amazing

wooden bridge that also doubles as a rail crossing. Then a lovely ride along the coast and our first look at the sea. There then



followed some nice laney bits before the long steady climb up Llanberis. It had been grey and overcast all day but as we approached the top the sky cleared right on cue to treat us to a lovely sunset. The descent was just fantastic and definitely the most fun I have had on two wheels. I reached a conservative 62km/hr but some braver souls topped 80kms. Soon afterwards, just as it was getting dark, we crossed the Menai bridge and onto Anglesey and the half way stage.

I set off with another couple of riders and we rode at a steady pace. We soon became a group of eight and the pace quickened, there then followed a long, fast downhill section and I dropped off the back. Fatigue had begun to set in and in my efforts to stay with the group I had not been following where we were on the route sheet. I rolled into the next small village and stopped outside a pub to try and work out where I was. A kindly soul came out and pointed me in the right direction. A fellow rider had been in the pub earlier, because he added you've come from Chepstow haven't you, he didn't actually say it but you could tell he thought we were all quite mad. The route back to the YH was gentler until we got to the other side of Penrhyndeudraeth and onto the A470. Apparently there is a power station beside this road, I never saw it, as by now my head was slumped between my shoulders. The climb was not particularly steep, but relentless and it took what seemed an age to reach the top. Finally it was over and arrived back at the YH around 2am. I was very

tired but managed to get some more pasta and rice pudding inside me before crashing out. There were bodies everywhere as there were not enough bunks to go round, I was about to sleep on the floor when someone vacated their bunk early so I quickly jumped in for a few hours fitful sleep.

I awoke next morning feeling OK, and even better after a shower (cold!) and a change of clothes. They operate a bag drop system whereby you deposit a bag at the start and it's transported to the YH for you. Set off about 8am in warm sunshine, lovely, except my legs were rubbish, they felt hollow. I also knew what to expect as we were retracing what we had done the previous afternoon and the first hour was going to be nearly all uphill. The first part of the climb was hard enough but the final part going over the top of the pass with a blustery headwind proved too much. I got off and walked the last 100m and then sat on a convenient stone wall trying to regain my composure and sense of humour. I also sat in awe as another rider successfully 'tacked' his way up very slowly on a fixed wheel! After the initial climb the rest of the stage was pretty much flat or downhill and my legs had recovered by the time we reached the next control, where beans on toast and two cups of coffee revived the rest of me.

I rode on alone through Newtown and up and over some scenic wild moorland on roads with cattle grids and sheep roaming freely. In Knighton I caught up with half a dozen others who had stopped for lunch and we all sat on the pavement outside the Spar enjoying the very warm sun. More quiet lanes led us to the final control in Weobley. Sundays ride was a lot more enjoyable, after the initial gravel, mainly because we had done the bulk of the work you could relax more, take it a bit slower and appreciate the surroundings, the roads were also a lot quieter.



The final stage was equally good, we weaved in and out of Herefordshire past orchards covered in blossom before the last test of our legs on the increasingly steep ups and downs on the road to Monmouth. After that it was just a matter of making our way up the glorious Wye Valley past Tintern Abbey in the evening sunshine with a gentle tailwind to the finish. Got in at 8.30pm with an hour and a half to spare, bearing in mind we had pretty much perfect conditions I could see how easy it would be to run out of time. I spoke to many riders who have done this event numerous times and chapeau to all of them. I sat relaxing in the hall enjoying a cup of tea when Peter from Willesden CC came up to me "what's Brian....."

Chasing the Tour.

The weather forecast looked very disappointing just days before landing in northern France to take in three stages of the Tour de France. Our seemingly permanently wet English summer was also likely to blight our little French jaunt and waterproofs, cake and a sense of humour were duly packed.



Robin was surprised at the number of bags I loaded into his car but I do like to cover all eventualities! After meeting brother-in-law Alun at Dover, we were greeted by an enormous downpour on the dockside of biblical proportions. Hmm, not a great start. But someone up there took pity on us and we enjoyed 3 warm sunny days from that point onward.

We based ourselves at St. Omer and the next day saw us drive off to a randomly chosen spot over the border in Belgium, about 60 miles away, to park up and continue on bikes to the village of Silly where the Tour would pass through. Why Silly, well with a name like that, who could resist the opportunity of a photo of the village sign and a glass of their own Silly brewed beer! A bit childish, but then that's what we do best.

Getting on the bike and pedaling in France always gives me a kick and it was good to be back and frequenting the cafes for the sublime French coffees on the way.

The sheer numbers of people on the roadside took me by surprise as it was pan flat and was nowhere near a sprint stage. Lots of Brits were spotted and heard as were most nationalities of Europe. Were they all attracted to the Silly name?



After an hour or so, the Wacky Races arrived in the form of the Publicity Caravane cavalcade and it definitely gets wackier every time I watch it. Totally bonkers! The initial breakaway riders came and went

followed three minutes later by the peleton. Chances to give Cav and Wiggo a shout went without success as they thundered by at an indecent speed as I tried to take pics and watch out for our heroes at the same time. We piled into the nearby bar to watch the finish and see Cav do his stuff over Andre Gumless (Has he actually got any teeth?) A perfect result for our day's efforts.

A pleasant ride back to the car saw me hanging onto Robin's wheel more often than not and wondering if he had fully recovered from his fall earlier this year. On that day's performance, I think we can say he has!

As the Tour route was within riding distance from the hotel the next day, we rode out via a few stiff hills (thanks chaps) to a pretty town 20 miles away and promptly found a cafe. The other tables were occupied by Brits and I managed to blag a freebie hat from a couple who had no idea the Tour was coming through later!

The whole town had entered into the Tour spirit with every shop window sporting Tour displays and streets having old and garishly painted bikes on every corner. Very odd, but very typical.

We rode along the course before they closed it off, to pick our spot for the day. Choosing a point in the open

countryside which had good views up and down the road, my domestiques were sent off to the next village for baguettes and drinks while I held onto our roadside refuge. Actually, the only others near us were some French farmers and an over officious Gendarme 300 metres away. I naughtily put one foot onto the completely empty road and he loudly blew his whistle at me and waved his arms to get back. Perhaps he should have got back into the field with the rest of the turnips! The official Tour road sweeper (yes they have one) proceeded to breakdown yards from where we were and despite the best (worst!) efforts of all and sundry, it blotted our view of the riders coming towards us. The whistle blowing turnip didn't seem to care as it wasn't human and not under his control, so everyone had to avoid it the best they could.

The Caravane came along and done its thing, but we still came up short again on the freebie count from the passing 'vehicles'. From start to finish, we reckoned there were around 350+ vehicles coming by of all descriptions. Truly bizarre!

The peleton was split up a lot more this time due to a crash just up the road and we managed to shout encouragement to 'our' stars this time. Then it was all gone.

We had to wait longer than necessary to ride down the road thanks to P.C. le Plod and his whistle, then made our way back to the hotel (via some more ferocious hills!) to watch the finish on TV.

Our last day saw some early morning packing and breakfasting before hitting the road again to the start of the Abbeville stage 65 miles away. The roads were already being closed off by the time we reached the outskirts and after a long detour we parked up and just followed the crowd to the depart area.

A start was a new experience for us all and although it was still early, a huge carnival atmosphere was in full flow and the crowds were already 5 deep behind the barriers.

The signing on podium for the riders kept everyone amused for a couple of hours and then organised chaos took over as the riders lined up for the depart. After much pushing and shoving, I managed to get near to the front to take some very average photos of the maul which had little in the way of a composed start. No wonder they don't officially start racing until 4-5 miles out of town. There was just time to check out the many stalls selling Tour gear, then back for the dash to the Ferry. French officialdom had the last laugh on us though as we were all turfed out of the car at the French border control at Calais, while the sniffer dogs did their best to unearth anything we shouldn't be carrying. But they failed to find my stash of 'Pot Belge' as I had cunningly hid it in Robin's and Alun's trainers, and believe me, you wouldn't want to stick your nose in them, not even a dog! People have often asked me about watching the Tour and my honest reply is usually met with blank expressions followed by 'Why would you' and 'Is that it' That was my eighth Tour visit and wish I was still there living it all again.

You have to go there yourself to understand the lure. It's addictive.

Rog



Cycle Club Sudbury
GARDEN PARTY
SUNDAY 2nd SEPTEMBER 2012. MIDDAY TO 6.00 PM

Venue; Linda & John Shotbolt. 2, Abbey Cottages, Bury Road, Cockfield, IP30 0LB

This event is a departure from our usual end of Time Trial Season get-together.

All riders, and club members together with Wives, Girl Friends, Partners & Offspring are welcome to attend.

All food and drinks glasses will be provided just bring your own drinks and garden chairs.

The price is £5.00 per person.

Please make your reservation by 19th August together with full payment to;

David Fenn; Tel 01787 374284. Email; dr.fenn@tiscali.co.uk

Alternatively

Linda Shotbolt; Tel 01284 828554 Email; john@thebolthole.me.uk

CYCLE CLUB SADBURY CLOTHING STOCK AS AT 23.7.12

ITEM	SIZES IN STOCK - S M L XL XXL					PRICE
SHORT SLEEVE ROAD JERSEY.....	2	2	2	3	4	£40.00
LONG SLEEVE ROAD JERSEY.....	4	5	5	3	0	£43.00
SLEEVELESS ROAD JERSEY.....	0	2	0	0	0	£38.00
LIGHTWEIGHT WINDTEX TRAINING TOP.....	1	0	0	0	0	£52.00
GILET.....	1	5	0	0	0	£34.00
ULTRA PACKABLE WINDPROOF TOPS.....	0	5	2	0	0	£44.00
BIB SHORTS.....	0	1	1	0	0	£45.00
3/4 LYCRA BIB KNICKERS.....	0	1	0	0	0	£44.00
3/4 THERMAL BIB KNICKERS	0	3	1	0	0	£44.00
BIBLONGS.....	0	0	1	0	0	£44.00
LYCRA ARMWARMERS.....	0	0	0	0	0	£17.00
THERMAL ARMWARMERS	0	2	0	0	0	£20.00
PREMIUM SKINSUITS TO ORDER ONLY.....						£68.00

NOTEDon't forget that there is a £10 discount on the first item you buy this season. Also, a new order is due to be placed soon, so anything not listed in your size can be ordered via Colin Dales on colin@cycleclubsudbury.com

REPORT ON CCS BILDESTON AUDAXES

By Robin Weaver

There was a good turnout for the CCS audaxes from Bildeston on a sunny but blustery 30th June.

There were 52 riders for the 100k Bildeston Lanes audax, which was routed as the name implies through country lanes via Flowton, Needham Market, Bacton (not the Norfolk one), Buxhall, Brent Eleigh and then back to Bildeston, with 49 completing the ride.

38 riders took the Suffolk Lanes Extravaganza 210k route to the coast (new this year) via Walsham le Willows, Halesworth, Orford, Framlingham and Needham Market, with the

chance to spot three castles en route. 37 completed the ride – the last rider ambled home at 10pm! (Cheers mate!)

A few local riders also took part in a 25 mile Challenge ride, and Family rides.

Everyone enjoyed themselves – or at least said they did, and the day resulted in a profit for the club of £251, with donations in addition of £60 each to St Nicholas Hospice, St Helens Hospice and the East Anglian Children's Hospice.

Thanks to helpers Peter Whiteley, Roger and Liz Rush, Pam Weaver, John Oakshott, and Dave and Mary Fenn for making the day run smoothly.

CCS - Thursday Evening Points Series – 2012 – Week 15

Name	Lav 10 May17	B.E. May24th	Lav10 (Open10 course) May31st	Acton Jun7th	H.H. Jun14	Lav 10 (Open 10 course) Jun21s t	Lav 10 (open10 course) Jn28th	B.E. 5 th July	Acton 12 th July	H.H. 19 th July	Lav 10 (Open 10 course) 26 th July	POINTS
*A.Anderson			30.03									
*R.Back						26.44						
*R.Balaam						28.21						
*J.Baker			25.44									
*K.Baker			25.54					24.09				
*M.Borg			30.41	25.11			29.00	23.00			28.45	243
G.Buckles	29.24	23.06	29.02			28.44	28.43		23.40		28.33	237
R.Bush					53.24	37.29	36.22	29.00	30.02	48.48	33.22	555
*S.Carson					37.38		26.26			37.12		161
*D.Cole							24.55					
*C.Cowen												10
D.Crisp		21.44	26.42		36.42	26.56	26.42		21.50		25.31	564
J.Davies									23.03		27.36	99
R.Davies	23.33	19.16	23.27			23.39	24.08	19.20	20.27		24.16	222
S.Daw	23.39		23.30		31.56	23.17	23.24		19.16		23.09	253
D.Day		19.35	23.47			24.17		19.17		33.14	23.35	179
*P.Dewberry			24.54									
J.Downs	27.57	21.37	27.55				27.40		22.51		27.56	440
A.Dyson		24.25	31.01									20
*R.Farrow						24.55						
A.Flynn	26.18	20.26	25.44				25.48		21.32			94
L.Ford	29.31	21.44	27.25				26.49	21.01	22.04	36.44	25.54	340
*S.Fox						28.17						
*D.Fuller		22.05										
*M.Gale						27.11						
*V.Haines	26.56										25.40 Disq	
*C.Harley						26.23						
R.Harman							25.48	19.49	20.42	34.08	24.25	133
C.Harris		21.50	30.32			30.19	30.48				30.42	178
C.Hill							28.27					10

*C.Hinnit						29.26						
G.Hoppit		20.54		21.55			26.11		22.15		24.54	212
*D.Howes						29.50						
J.Howe	29.13	22.47	27.14	23.18	38.31	27.26		22.08		38.34	27.15	227
*D.Jarvis			33.18									
*P.Jarvis			23.29									
*A.Kennedy									19.56		23.40	
B.Law			32.12		45.57		32.25	25.53	27.09	DNF Punc	31.32	172
T.Law		26.17	31.53			32.06	32.12				34.55	227
D.Leeder			31.18									10
*M.Lloyd			23.07									
T.Littlewood	28.54	22.10				28.29		25.28			26.58	435
*S.Mackay			28.01			26.55		21.25		36.36		255
*A.Manley			23.22									
B.Mann	27.25		27.03	25.20	38.00	27.59	26.53	21.35	22.12	37.30	26.55	690
L.McKnight		27.27	32.33			33.27	32.55	26.10	28.01	46.57	31.54	279
*G.Moore	22.38											
*T.Moore		26.14		27.36	46.45		33.13	26.49	27.12	45.11		388
*G.Morris								20.34				
J.Mumford	29.00	22.22	28.14		38.05	27.30	27.46	21.51	23.03	38.20	26.30	427
*I.Pestell										37.55		
*P.Newell			26.01									
*P.Partner			26.49									
*D.Peck			26.48									
T.Pillet	27.02	21.17	25.59	22.47			26.25	20.48	22.40	37.20	25.54	319
D.Potts						42.12						
C.Pratt		29.30			41.45	29.27	29.26			41.04		92
D.Pratt	26.21	20.48	25.29	21.11	35.40		25.15	19.44		34.14	24.11	718
*J.Reed			23.42									
*C.Rowe		22.57			DNF			22.39	23.46			
D.Rule	26.49	20.22	25.21		35.08	25.28				35.47	25.27	823
J.Rush	24.04	19.05	23.39	19.38		24.13	23.43			DNF punc	23.37	270
*P.Sexton			26.02									
*M.Shinn					37.04	28.00		21.39	22.34			
J.Shotbolt		26.05	32.20		45.23	32.11	31.17	25.14	25.58	44.32	30.46	438
M.Shotbolt	24.47	19.13	23.21		31.59	22.48	23.54	18.51	=19.16	31.48	22.32	330
*V.Smith						26.51						
J.Steed				30.05	51.52		35.49	29.53	29.29		35.18	130
*D.Sturman						23.14						
M.Trayner						32.28						10
*A.Trolove						23.44						
J.Weatherley		19.35	24.03		33.05		24.01	19.18	19.51		23.21	725
*N.Webber		19.47	23.50		33.16		24.03					
*D.West					34.01							29
*J.Wharton			24.49									
*C.White			33.17									
K.White									29.42	48.27	35.17	30
*D.Williams			27.23									
*M.Wilson												
*H.Wood						27.52						
*P.Wright						24.34						
S.Wright			22.26								22.13	88
*D.Young						27.15						

Club 10 mile Time Trial Championship.

(As per Press Report)

Cycle Club Sudbury's annual 10 mile Time Trial Championship evening was recently held in gloriously warm and sunny weather, with 30 club riders revelling in the conditions and many fast times and 'personal bests' recorded during the event. This was in stark contrast to the usual cold, wet and windy conditions that have greeted riders for most Thursday evenings this year and was a welcome change.



Simon Wright

Simon Wright won the big prize of the evening to become the clubs 10 mile T.T. champion again with a stunning 22min 13sec ride. On form Mat Shotbolt claimed 2nd place only 19secs behind the winner with 3rd place going to the hard charging Simon Daw in 23mins 09secs.

The handicap competition went to super veteran Bob Bush while young Tom Littlewood took 2nd place. There must be over 50 year's difference between these two riders which highlights that competitive cycling really doesn't have any age barriers. Rob Harman has recently returned to us and the sport and was rewarded with 3rd place. In the Veterans Handicap on Standard competition, Simon Wright picked another trophy for first place with +4.41, followed by a rejuvenated Brian Mann with +4.05 who narrowly beat Simon Daw's +3.58.



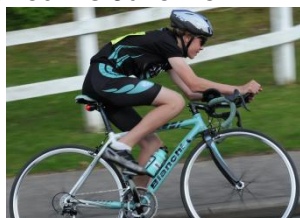
Bob Bush

The Ladies Champion Trophy a gain went to the evergreen Barbara Law with a 31min 32sec ride, but the improving Louisa McKnight was only 22secs adrift in 2nd place with relative newcomer Kirsty White picking up 3rd spot with a 35min 17sec ride.



Brian Mann

Jack Davies is following in dad Rob's wheel tracks by showing a good turn of speed in his first season of racing by picking up the Junior Champions Trophy with a very respectable 27min 36secs. And finally, Tom Littlewood retained his Juvenile Champions Trophy with a time of 26min 58secs which was a whopping 3mins quicker than the time he won with last year.



Tom Littlewood

A timely reminder for time triallists of some of the CCS TT rules and recommendations that seem to have been forgotten by some of our Thursday Evening riders.....

(Note that a rider last Thursday was disqualified for flouting these rules!)

No warming up on the course by competitors once the event has started; this includes riding past the start.

While waiting to start, please wait with your bike on the pavement rather than in the road, while keeping an eye open for pedestrians wanting to get past.

Do not stop just past the finish of the event; following riders may collide with you.

U-turns will not be permitted on the course or roads adjacent to the start and finish areas while the race is in progress. Definition: a U-turn is defined as a 180 degree turn completed within the highway whilst astride the machine (it is recommended that the rider should dismount check the road is clear in both directions, then with the machine walk across the road.)

It is a CTT recommendation, and a CCS Club rule, that a working rear light, either flashing or constant, is fitted to the machine in a position visible to following road users and is active whilst the machine is in use.

*(***** Having watched a lot of the starts this season, I have to say some of the lights being used are nothing short of woeful, a few yards up the road and you cannot tell if the light is actually still on. It's for your safety, not ours!)*



CTT strongly advises you to wear a Hard Shell Helmet that meets international accepted standards. **ALL competitors under the age of 18years and /or Juniors in accordance with rule 15 must wear a properly affixed helmet that should conform to the recognized Standard such as Shell B95EN1078. or EN1078.**

And finally, the Open Time Trial results and roundup has been held over to the next edition, I just ran out of time, space and resolve in this bumper summer edition.

Also, spare a couple of minutes to complete the questionnaire below to help us plan the annual dinner/prize giving evening.

Rog

PS. Issue of September's edition may be a bit delayed due to holidays and other things getting in the way!!!

Cycle Club Sudbury Trophies Questionnaire

In recent years your committee has noticed a decline in members, and especially those who have won trophies, attending our annual Club Dinner and Trophy Presentation.

In order for your Committee to better understand the views of Club Members we ask you to complete the following questionnaire to let us have your views and ideas on a format that will enjoy popular support.

Please tick your preference:-

- 1) If you won a trophy, or had participated in an event, would you prefer to have the trophy presented at:-
- a) the conclusion of the event concerned (and engraved later)?
 - b) an annual dinner (with the trophy already engraved)?
 - c) a social gathering (" " " ")?

2) If trophies were not presented immediately after the events concerned, when would you prefer a presentation occasion to be held?

- September October November January February March

3) What is your preferred time for a presentation event?

- Saturday afternoon / Saturday evening
- Sunday afternoon / Sunday evening
- A weekday evening: Mon / Tues / Wed / Thurs / Friday

4) If trophies were presented at a social occasion which if these features would you like included?

- | | |
|--|--|
| a) A buffet meal <input type="checkbox"/> | e) A guest speaker <input type="checkbox"/> |
| b) A meal served at table <input type="checkbox"/> | f) A cycling film <input type="checkbox"/> |
| c) Some nibbles <input type="checkbox"/> | g) A ride to / from the event <input type="checkbox"/> |
| d) A barbeque <input type="checkbox"/> | h) A quiz <input type="checkbox"/> |

i) Your suggestion(s).....

5) If you win a lot of trophies then the small shields that you are given to keep will begin to take up a lot of room. Would you prefer to have gold medals for winners, like the silver and bronze ones we have at present for second and third places?

Yes / No

6) If a meal was involved what would your preferred price limit per person be, bearing in mind that you may also invite and have to pay for a partner or children as well?

- £5 / 6 / 7 / 8 / 9 / 10 / 11 / 12 / 13 / 14 / 15 / 16 / 17 / 18 / 19 /
20 / 21 / 22 / 23 / 24 / 25.

Name:

Please return completed questionnaire by hand or Email to either;

Peter Whiteley, Email; peterwhiteley133@hotmail.co.uk

Or

David Fenn, Email; dr.fenn@tiscali.co.uk