

# CycleClubSudbury

## Spindle – August 2010



[www.cycleclubsudbury.com](http://www.cycleclubsudbury.com)

**A** busy period in the CCS season is upon us. The Bildeston based Audaxes have been and gone, the Open time trial season continues apace with lots of impressive times coming out from all our riders and the long distance contingent continue to defy normality by racking up unheard of mileages (compared to a few years ago) Our little jewel in the crown, the Thursday Evening time trial series, continues to flourish, with large entries most weeks and rightful praise for the C.C.S. organisational team, from the high number of visitors (and members) who ride them. And still our membership numbers continue to rise to unprecedented levels. We must be doing something right!

### Cycling Shorts

Congratulations to Rob Davies for winning the Club 10 mile TT championship for the second year running (riding?) This was re-scheduled from the previous week when heavy rain curtailed proceedings for the assembled riders. Despite having traffic problems on the Waldingfield mini roundabout, Rob returned a 23min 01sec ride to pip Simon Daw by 7 secs. Matt Shotbolt came home 3<sup>rd</sup> in 24mins 05secs. Winner on Handicap was George Hoppit followed by Rob Harman and John Shotbolt. Vets on Standard was won by Stewart Kirk followed by Brian Mann and Simon Daw.

Apologies from the Ooops department from the July edition for crediting Ben Marsh with a 100% Evening TT participation. It should have been Joe Marsh of course!

Included in this edition is a lovely account of riding a 600km Audax by 3 of our members, Viv Marsh, Brian Mann, and Dave Fenn. It is part of a Super Randonneur Series consisting of 200, 300, 400 and 600km Audax rides all within the season. Apart from the physical tiredness encountered on the ride, they found the sleep deprivation to be a bigger problem than they had expected. Dave commented that he, along with most others, has always thought Norfolk to be flat-ish, but the rolling nature of the roads towards the end of the ride, made them feel like mountains. "It was one heck of a hard ride" was his

parting comment as the group made their way home for a well earned sleep. Chapeau to them all and will see them entering the next edition of the Paris-Brest-Paris event I wonder?

Also included is an enjoyable account of a recent double Sea 2 Sea ride 'up north' by Robin Weaver, Mac McDermott and Dave Fenn.

**I**t was nice to see the VENTOUX 3 account which was in last months Spindle, reproduced in the latest copy on Audax's ARRIVEE magazine. Complete with 3 pics of the boys in their CCS kit, it certainly gave the club a bit of good exposure and together with Viv's excellent story telling, it was a breath of fresh air to see it included amongst the other fairly mundane articles.

### **Bildeston Audax's.**

We also received a lot of praise from participants for the two Audax's the club organised at the beginning of July. The 100km Bildeston Circular went down very well with riders and has to be one of the most scenic, utilising some of the quietest lanes in East Anglia. A perfect combination! The 160km Castles, Coast and Cornfields event still struggles to attract decent numbers, although it was slightly up on last years and probably needs to be up-rated to a full 200km event to get more riders. (Audax hardnuts don't get points for anything under 200km!) Last years 160km ride also got a mention in the Arrivee magazine, via a rider's account of our event whilst preparing for the London-Edinburgh-London. He quoted our event as having 'Excellent food' at the finish. Very encouraging to know!

**O**ur own Brian Mann was featured (as usual) in Arrivee with a photo of him standing barefoot in a stream, holding aloft his bike during the Flitchbikes 200km Audax. I'm sure he'll tell us why in the next Spindle edition!

Also, the next edition will have an account of one of our members Audax ride around Wales – The Mille Cymru 1000. And yes, that's the distance he completed, 1000kms. I for one am looking forward to reading about this massive ride!

## FISH AND CHIP RIDE

Saturday 4th September 2010

Meet on Sudbury Markethill @ 8-30 am for a leisurely ride to Dunwich for a feast of delicious fish and chips on the beach. The route which is approximately 180 km long will be on minor roads with regular stops for refreshments.

For those wishing to join the ride please confirm your intention with;  
David Fenn. Tel; 01787 374284. E-mail;  
[dr.fenn@tiscali.co.uk](mailto:dr.fenn@tiscali.co.uk)

## AUDAX 600km Ride by Viv Marsh..

On 17/18th July 2010, club members Dave Fenn, Brian Mann (on a fixed wheel of course) and Viv Marsh completed their first (of many?) 600km Audax. Following the excellent winter series of Norfolk Audaxes (Audi?), organisers Keith and Sue Harrison announced that they were going to take over the running of the "Still Seething After All These Years" 600km event.. Since Keith and Sue are the masters of organising excellent Audaxes several of us were persuaded to give this distance a try under their collective wing.

Last year we each did our first 400km and swore we'd never do it again. 400km is an all day and all night affair, so 600km was really quite a daunting undertaking. However in preparation we all re-rode the Strawberry & Asparagus 400 again this year – Brian did it twice - and on consecutive weekends! We all travelled up to Seething (south of Norwich) on the Friday night, Brian in his camper, Dave and I sharing my tent. We were treated to a high-carb pasta dinner in the village hall before pitching the tent, sharing a beer and enjoying the spectacular setting sun and then getting an early night.

On Saturday morning we got up at 6.00am to a beans on toast breakfast and prepared for the 7am start. The weather was slightly cloudy and fairly chilly at that hour but didn't look too bad. After extending the field to allow 55 entries, only 42 had turned up but that meant more food for us. The 600km was roughly split up into twelve 50km legs the first being down to the familiar territory of Stonham Barns via Stradbroke and Debenham. This was pleasant and easy riding and we quickly set off on leg 2 to Dunwich beach via Blaxhall and Snape. Again familiar roads to us but we were treated to several severe downpours. None lasted very long but enough to get your socks wet. Dunwich beach café was the 100km mark and we refueled here for the

next leg to Thornham Walks. This meant turning west, into the wind. In Westleton I jarred my knee jumping up a bank to pass a road block which I was to regret later. There were still a few showers and we retraced a few miles of the morning's route where I treated Brian to his first puncture repair of the weekend.

By Thornham the sun had come out and things were looking good for leg 4 continuing west out to Red Lodge café near Mildenhall. I treated myself to a dry pair of socks; however this leg was directly into a stiff headwind and was a long 50km (63km). Also my knee started to hurt now as we pressed into the wind. Otherwise I felt good here and we each did long turns on the front to get this hard stretch behind us hoping for more favourable conditions on the next leg. We picked up a couple of other riders here, including Steve from Diss and long standing Audax buddy Mick Bates from King's Lynn, who both shared the work with us. Red Lodge is a popular control on Audaxes but not my favourite food stop so I opted for a "safe" cheese on toast. The next leg was north so was slightly easier as we pressed on to Swaffham and the 250km mark. This was a petrol station control and we ate some sandwiches for tea and Brian kindly shared round his petrol flavoured fudge. We sat in the sun and I changed back into my least wet pair of socks.



The next leg was back to the HQ via Wymondham and a rare bit of dodgy route instruction where there was some dispute as what exactly constitutes a staggered crossroads. Generally the instructions were superb and the distances were rarely more than 100m out. This is really helpful especially over such distances and when you start getting tired. What was also very helpful was each leg was measured separately restarting at 0km each time. This helped psychologically as well as resetting any slight discrepancies every 50km. Unfortunately though, although we had turned to go with the wind, it had of course dropped to a less than helpful breeze by this time. The HQ represented the halfway point

at 300km which we reached at about 10pm obviously lighting-up along the way. Here we changed into fresh and warm clothes (which was delightful) before the night section and we had a very welcome round of hot soup and bread (which was even more delightful).

We set off again for leg 7 at about 11pm heading west again to Garboldisham and an all night control with Ken and his team at the HQ of the Garboldisham Grovel the weekend before. As we crossed a main road some local revelers leaned out of their car window to point out that we were in fact, not the 'stallions of the highway' we thought we were but in fact somewhat less pleasant travellers who ought to buy a car! At the control I knew I was under stress because I happily ate a bowl of tinned peaches which I haven't touched since my mum used to force them on me as a child. About 1am we turned around and retraced the 50km back to the HQ and our scheduled sleep at 400km. Pausing only to allow Brian to repair my second puncture we completed the last 10 or 15km at about 40kph in our eagerness to stop! Along the way we saw the renowned Audaxer, Arabella setting off for the night leg on her own at about 2.30am! We ate again and after an eventful search for a bottle opener Dave and I had another beer before getting our heads down at 3.30am.

6am and we're up again. The HQ was buzzing with riders still arriving back from Garboldisham and others setting off on leg 9 after grabbing more food (and for some, some sleep). We'd only managed 2.5 hours sleep so were somewhat fuzzy – we missed our scheduled 8am re-start by 30 mins. Steve and Mick joined us again for this long stretch going SNW to Castle Acre. Again into the wind which had of course recovered from its lapse on the tailwind section yesterday. I really suffered here and the others had to keep waiting for me as I yoyo-ed off the back. My knees felt like they were running bone on bone and I wondered if I was going to make it. Again I had another craving – this time for cheese. Luckily I had a cheese sandwich in my pocket which I wolfed down without stopping. Dave kept us amused as we pulled up before a short stretch on the A47 by failing to unclip his feet and rolling off his new Mercian. We finally arrived at Castle Acre where I relieved the shop of large quantities of ice cream, coffee, cottage cheese, and chocolate. It was only sitting here in the sun that we realised how hot today had turned out. Maybe it was only in my mind but I felt that the fat content went straight to cushion my knee joints and they began to feel better on the next northerly leg up through Docking to Wells-next-the-sea.

I stayed on the front for a lot of this section making up for some of my weaknesses on the previous section. By the time we reached Wells we had

rounded up a group of about 8 or 10 of us again including Arabella and we pulled up at the beach café at the far end of the sea-front road at 500km. We stayed here for some time eating, drinking, refilling bidons and helping to repair a fellow rider's chain with spares I'd been carrying about for years. The next leg was south-east so the wind finally helped us on our way to Wayford Bridge on the Broads. This was a happy stretch even though our legs were hurting and it was very hot. We parted company with Steve. At least we had a tail wind at last and we were beginning to feel that we might actually make it. We ran out of water for the first time at Aylsham and Chris (?) and I laid on a verge while Dave, Brian and Mick back-tracked to find a shop. Whilst they were gone a local man kindly came out and offered to fill our bottles - a little human kindness which cheered us on our way. The 560km control at Wayford Bridge was at a house of the organiser's family and we sat under a tree on the lawn eating drinking and enjoying their own grown strawberries and ice cream which was a delight.

Last stretch – only 45km back to the HQ now across the broads and by way of the popular Reedham chain ferry only 12km from home. Again we pushed hard on this leg keen to be finished and again attracted a large group of hangers-on enjoying our slipstream. At the ferry Arabella ticked us off for riding too fast for her but thanked us for the lift. Not wanting to appear to be a free-loader she proposed we did the final few km at "Arabella Pace" so she could take a turn on the front. This was fun until we caught the two recumbents on the ride, one of which swerved into the bank and we nearly all came a cropper. Shortly after we split again and Mick and I finished a few minutes ahead of the others exactly 37 hours after we began. We'd slowed up a lot in the Sunday afternoon heat but finished with a riding time of 25 hours so an average of just under 25kph (just over 15mph). There were 37 finishers out of the 42 starters. About half of them were on fixed wheel! I never thought the 600 was a good idea but do love a challenge with a high probability of failure. This one certainly lived up to that but we'd completed it with flying colours at our first attempt. Even more unlikely we (or at least I) finished it rather too keen to do it again one day. Although it consumed a whole weekend from finishing work on Friday to bedtime Sunday, and then a couple of fuzzy days to recover, it was strangely captivating and a wonderful experience. It was a pleasure and an honour to have taken part. I for one am up for it next year.

## TOUR OF BRITAIN 17<sup>th</sup> September 2010

I'm sure most of you know that the T.o.B. is coming our way next month. As it's going right through our own 'backyard' so to speak, I've listed below, places it will pass through.....

Starting at Bury St. Edmunds, it makes its way to Haverhill, Long Melford, Lavenham, Brent Eleigh, Milden, Boxford, Sudbury, Heybridge, Tiptree, and finishes at Colchester. More details can be found on [http://www.tourofbritain.co.uk/ns\\_race/](http://www.tourofbritain.co.uk/ns_race/)

I understand a posse of CCS riders are intending to ride around the route, taking in as many vantage points as possible as the Tour passes by.

It's certainly well worth a look and the thought of Bradley Wiggins doing part of our Brent Eleigh TT course is mouth watering!

## THE BIG ONE – for me, at least.

By Robin Weaver

As an East Anglian relatively recent cyclist whose out-of-county riding in hilly areas has been limited to occasional forays into the rolling countryside inland from Dieppe, I viewed Dave Fenn's suggestion of the coast to coast ride this summer with some trepidation. The idea grew on me, however, and Mac McDermott was also signed up for the trip.

We decided on the Reivers Way east to west, and the C2C route west to east, neatly finishing up back where we started, to avoid logistic/transport problems. Three easy days each way seemed about right for the 172 mile route out, and 136 mile return, so, armed with the Guides, we booked all the accommodation in one evening, with no trouble at all.



Experienced tourer Mac prepared for the trip with a single pannier, Dave and I with two, Dave laden in addition with the essential trip admin file of booking confirmations etc.

We planned a longish first day of 72 miles over the (easy!) country from Tynemouth to Kielder, to get some miles under our tyres. After a good breakfast at our 'scruffy round the edges' hotel, we met up with John and Joyce Leiper, friends of Mac's from Colchester Rovers, who now live at Coldstream, and were to join us for the trip. The marker for the start of the route at Tynemouth is beneath a massive monument to Vice-admiral Collingwood, which we left in a light sea mist. This turned to drizzle, as we made our way out of Newcastle on (mostly) well-signed cycle tracks down disused industrial 'waggonways'. After what seemed hours, we hit open countryside and the weather improved. Our mood also improved after a cafe lunch stop, although we did turn the wrong way after leaving the cafe . . . .

The route got hillier and hillier, a good run-up often being prevented by the numerous gates on the open moorland stretches. Sheep – millions of them! We soon learned which way was up for the chevrons on the route sheet. After another cafe stop – in a library – we pressed on over a distinctly 'off-road' bit of route to the Kielder dam, and along the length of Kielder to the well appointed youth hostel and some pub grub – arrival time 7.30pm – so much for the easy miles!

The famous Kielder midges were awake early the next day, and saw us rapidly off the premises, on the next leg to south of Carlisle – an easy 47 miles. We passed up the chance of off-roading on forest tracks in favour of tarmac, and after a brief hour and a half in Scotland (qualify as extensive Scottish cycle touring?) we re-entered the home country. A few more stiff hills followed immediately after, up which we were pursued by ubiquitous Tesco vans – very little other traffic. Good distant views from here of the Solway Firth and the Dumfries hills. We 'lost' John and Joyce here for 30 mins – they'd missed a hidden turn – but after finding an elusive phone signal contact was remade. After a late pub lunch in the sunshine, the route eased slightly as we neared Carlisle; the route through was on cycle tracks, but out-of-action lifts at a city centre footbridge meant a subterranean diversion up and down steps. Once we found it, the route out to our B&B village was very pleasant, following the river Caldew. Excellent B&B, an offer of washing, and an Indian restaurant just down the road. Arrival time 6.45pm – only a slight improvement!

The day's route to the coast started off (relatively) flat, and then climbed as we started to cross the northern flank of the outlying Lake District. After a sunny cafe stop, Joyce, who had been feeling the

effects of the meal the night before, decided she didn't feel up to carrying on, so she and John turned for Carlisle and a train home. We carried on climbing, with superb views of the coast and the Lakeland hills, past Bassenthwaite and down to Cockermouth for lunch in a jungle-inspired kids cafe with play area. After a p\*\*\*\*r\* for Mac, we pressed on to Workington, where the onset of rain coincided with us going on an off route 'excursion'. Eventually back on route, we pressed on into the wind and rain for the 5 miles to Whitehaven. We didn't dally on the uninviting coast, but after the inevitable photo carried on (another ex-railway track) to our B&B hotel at Cleator Moor. Although slightly tatty, this had shower, food, and lots of coat hangers for wet clothing, so we didn't mind at all. Arrival time 6.45pm, after 58 miles – definitely not easy!

Lake District day today – via Kirkland (red squirrels in evidence) – a very long stiff climb, then down past Loweswater, through Whinlatter Pass (many off-roaders wearing full armour) and a great descent to Keswick, where there were more people than we'd seen on the rest of the trip combined. After a sunny lunch in the middle of town, another ex-railway route following the Derwent out of town – many fine riveted bridges for engineer Dave to inspect. The route ran parallel to the A66, then into Greystoke, reputedly the source of the Tarzan story, but now principally famed for a slightly eccentric cyclists cafe – we certainly fitted the bill. On then into Penrith, and the best B&B of the trip – Italian food tonight. 48 miles, slightly earlier 6pm finish.

The road out of Penrith – the first climb straight after breakfast! Further climbs as we approached the Pennines, with strata of low cloud obscuring the high ground. A very long slow climb (30/29 gear) up to the A686, which we joined briefly (and less steeply) to reach the top of Hartside and its cafe. The



advertised view of Morecambe Bay was not in evidence – we could just about see over the road. Good calories though. What goes up must go down (not true everywhere, but certainly here), as we climbed ridges and dropped to villages in valleys,

fingers locked over the brakes in the damp conditions. Two particularly steep climbs after a late lunch, one over the highest point on the C2C, then a great 4.5 mile descent to Rookhope and a B&B with the strangest hosts on the trip, but great food. A record early 4.30pm arrival after 49 miles.

The last day already – an (easy) 44 miles back to Tynemouth and a drive home. The road immediately opposite the B&B rose, and carried on rising, only to drop into the next village of Stanhope. The way out was the aptly named

Crawley Bank, labeled on the route “Very steep hill”, given the two chevron hills that had dotted the route so far, this was enough to dent my confidence severely, and after passing the ambulance car parked halfway up with its engine running and the door open, I did the sensible thing and walked. Dave carried on riding, but at a pace only slightly faster. After an initial mile, the slope flattened slightly for a further two miles, where we turned onto, yet another ex-railway track that promised 35 miles of basic downhill to Newcastle. After an ex-station cafe coffee, off we went, and yes, downhill it was, following the Derwent valley. The outskirts of Gateshead dragged a bit, then we passed the Sage building, and crossed the ‘lifting eyebrow’ Millennium Bridge (photo opportunity), to follow the river back to Tynemouth. 3.15pm. Job done!

All in all, a very enjoyable trip (thanks Dave and Mac).

Lessons learned;

Pack not just light, but very light! Some stuff I didn't wear at all.

However, panniers didn't make as much difference as I'd feared – apart from built-in instability when pushing/leaning the bike.

Hills, gates, cycle tracks, admiring the view, photo stops, greatly affect average speed – I think ours was about 8.5 – 9 mph.

This resulted in longer days than we'd anticipated – especially in the wet!

In general, signposting on both routes was excellent – the downside of this was that when a doubt arose, it seemed far more of a problem.

Mechanical problems; 1 puncture for Mac, one loose chain wheel bolt for Dave.

Best of all, all the hills were do-able (well, except one).



## C.C.S. Riders Open T.T. Results - 2010/June

Date	Event	Course	Name	Dist	Time
03-Jun-10	EDCA - Wymondham	B10/3	R.Davies	10	21.40
03-Jun-10	EDCA - Wymondham	B10/3	D.Day	10	24.17
05-Jun-10	ECCA - Newmarket	E2/10	B.Lee	10	25.27
05-Jun-10	ECCA - Newmarket	E2/10	L.Finch	10	27.12
05-Jun-10	ECCA - Newmarket	E2/10	T.Law	10	27.19
12-Jun-10	VTTA - Newmarket	E2/25	R.Davies	25	53.11* PB
12-Jun-10	VTTA - Newmarket	E2/25	D.Day	25	57.09 PB
12-Jun-10	VTTA - Newmarket	E2/25	B.Lee	25	01.05.00
12-Jun-10	VTTA - Newmarket	E2/25	L.Finch	25	01.07.57
12-Jun-10	Phoenix CC - Rainford - Liverpool	D10/1	B.Bush	10	33.29
13-Jun-10	Unity CC. - Chelmsford	E9/25	S.Daw	25	01.00.31
17-Jun-10	EACC	B10/3	R.Davies	10	21.48
19-Jun-10	Ipswich B.C. - Tunstall	B25/2	S.Daw	25	01.01.44
26-Jun-10	Victoria CC - Newport	E1/10A	B.Bush	10	35.09
26-Jun-10	Victoria CC - Newport	E1/10A	T.Law	10	31.13
27-Jun-10	Godric CC. - Wymondham	B50/18	J.Rush	50	D.N.F.
27-Jun-10	ECCA - Newmarket	E2/100c	S.Kirk	100	04.38.03 PB
27-Jun-10	Chelmer CC - Chelmsford	E9/25	D.Day	25	01.01.39
30-Jun-10	CC Breckland - Norwich	B10/3	R.Davies	10	21.05 PB
	<b>fastest time to date =</b>		* Club Record		PB - Personal Best