



Spindle – February 2013 – cycleclubsudbury

From a very wet January to a snowy and icy February, are we ever destined to get back out safely onto the roads again. As you can see from the pic alongside, I did the best I could considering the conditions.



(Snigger!) I've heard of a few hardy souls venturing out onto the white stuff and coming a cropper more than once and therefore deserve our admiration for their foolhardiness and sense of adventure. One of our members has found a way round these inconveniences and has shared his experience with us further on. Interesting reading to those stout of mind and leg!

As there has been little bike action out there, there has been even less to report on and would apologise for the fillers and mundane content of this edition, but I can do mundane with the best of them!

I managed to make my way through the snowstorms to the London Bike Show at the ExCel Centre in Docklands. James insisted we go via Ikea at Lakeside for one of their ridiculously cheap breakfasts and we dropped in at Decathlon sports superstore on the way out for a quick browse! Well worth the 'bus fare' if you haven't already explored it.

The bike show a low key affair compared to the national event, but all the more enjoyable for it.

As ever, I spent (in my head) shed loads of money on new bikes and bits. There was a lot of clever and blingy kit on offer with my favourite being the Willier Twin Blade 2013 Time Trial bike. It takes aerodynamics to a new level and at around £3700 just for the frame & fork; you can see where the money has been spent. Check it out on:-

<http://www.wilier-usa.com/en/products/time-trial/twinblade/>

At a more affordable price, (£35) the Hornit Seriously Loud Cycle Horn grabbed my attention, along with most in the exhibition hall. At 140 decibels loud, nothing, but nothing could fail to hear you coming as you pedal through busy vehicle infested streets. To see the reaction to jay walking pedestrians and errant vehicles on the video via YouTube www.youtube.com/watch?v=g0uI9DYnZM8 It's priceless! It has a remote button that can be placed anywhere on your bars and anyone who commutes in heavily trafficked towns can't really do without one.

Sky's Pinarello bikes looked heavenly as well but I was gob smacked when it was announced that Halfords are to sell them in the near future!

The day at the ExCel was finished off with an indoor Criterium race during the evening, won by Ian Bibby from the Madison Genesis team But we wimped away mid afternoon, concerned that the heavily forecast snow drifts would trap us in Londonland. It never arrived of course as didn't most stuff the weather forecasters predicted that week.

That evening's CCS Presentation 'do' was also a victim of the weather and has been rescheduled for the **23rd February**. There are still places available for those of you who weren't able to go on the original date.

I fully expected our Reliability Ride to be snowed off, but someone up there turned the temps up and brought out the sunshine on Sunday in complete contrast to the preceding days weather.

101 riders made their way round the 2 courses and the flooded roads didn't seem to dampen their spirits as I'm sure most were just glad to get back out on their bikes.

Our Brian (Webber) organised another well run event and deserves a pat on the back for his efforts. He decided it was to be his last ride as organiser and his helpfulness and cheerful smile will be missed.

Diary Dates.....Compiled by Robin Weaver

SUDBURY on SHOW

On Saturday 2nd February CCS have a pitch at the Sudbury on Show exhibition from 9.30 am to 3.00 pm. It will be in St Peters Church. Dave Fenn and Nick Reed have already committed to be in attendance for the full time, so go along and check it out and make their day!

UPCOMING AUDAX RIDES

Sunday 10 February. Bedford: 200k ride.
Sunday 24 February. Henham, nr Stansted: 50k, 100k rides.
Saturday 2 March: Norwich: 100k, 200k rides.
Saturday 9 March: Henham, nr Stansted: 30k, 100k, 150k, 200k rides.
Saturday 16 March: Ugley, nr Stansted: 100k, 200k rides.
Sat 23 March. Copdock - 100k ride. New this year and very local.
Further details and entry forms for all of these rides on the Audax UK website, at www.aukweb.net, under 'Calendar'.
Entry open to all.

ANNUAL PRIZEGIVING AND BUFFET SUPPER - SATURDAY 23 FEBRUARY (POSTPONED FROM 19th JAN)

A new venue this year, The Granary, near the Quay Theatre, Sudbury. Details and booking form in the December Spindle. If you were unable to book for 19th January, but would like to go on 23rd February, contact David Miller as soon as possible; e mail studlands@btinternet.com, 01449 743937.



LOCAL RELIABILITY RIDES & SPORTIVES

*Sunday 3 February; West Suffolk Wheelers; WSW Clubhouse;
<http://www.westsuffolkwheelers.co.uk/events-a-promotions/suffolk-punch-reliability-trial>
*Saturday 9 February; Amis Velo; Boxted Village Hall; <http://amisvelo.com/sportive.html>
*Sunday 10 February; Stowmarket and Dist. CC; Needham Market F C Clubhouse;
No web details available at present.
*Sunday 17 February; Ipswich Bike Club; Playford Village Hall;
<http://ipswichbicycleclub.co.uk/events>
*Sunday 24 February; VC Revolution; Orpen Memorial Hall, West Bergholt.
<http://www.vcrevolution.co.uk/main/reliability.shtml>

*Sunday 3 March; Colchester Rovers; Great Bentley Village Hall; no web details available at present. This clashes with our Mad March Hilly Time trial, unfortunately.

*Sunday 14 April; Boxford Cycle Club; Pavilion, Boxford Playing Fields;
<http://www.boxfordbikeclub.co.uk/the-boxford-tornado-grand-cycl>

STRAVA

I notice a number of Club websites now include information from Strava on rides by Club members; I'm not sure how many of our GPS/Smartphone equipped riders record their rides on Strava ((I definitely don't!)), and whether there would be any interest in showing this for our website. Any views?



C.C. S 'MAD MARCH HILLY' OPEN TIME TRIAL SUNDAY 3rd MARCH 2013

In case you didn't already know, the C.C. Sudbury 'Mad March Hilly' Open TT takes place on 03.03.13 (08:00 start). It's run on a 22 mile (35 km) 'sporting' course. Entries on a CTT entry form to Jonathan Weatherley, CCS Time Trial Secretary, 2, Church Street, Sible Hedingham, CO9 3NS, **by 18:00 on Tuesday 19 February.**
Email via jonathan@cycleclubsudbury.com (Time Trial Secretary). Phone 01787 460114. Entry fee £8.00, cheques payable to 'Jonathan Weatherley'. The HQ for this event is the Lavenham Village Hall, at the rear of the public car park adjacent to the Cock Inn, on the B1071 Sudbury road. For details of the course (inc.gpx.), see <http://www.cycleclubsudbury.com/events/open-10>

*STOP PRESS!!!!

INTERNET ENTRY NOW ACCEPTED FOR 'MAD MARCH HILLY' OPEN T.T.

You can now enter this event online via the CTT website: <https://evententry.ctt.org.uk/>. If you have not entered a CTT event online before, you must register online. This is quite straightforward, just click on the green circle with a cross on it alongside the event you want to enter (CC Sudbury BS24/R), then follow the onscreen prompts. If you are not intending to take part in this event why not come along on the day to cheer-on your Club-mates. JW

*The final two **WattBike** sessions will be held at the Stevenson Centre, Gt. Cornard on *Thursday, 21st FEBRUARY & Thursday 21st MARCH - 7.00-9.30pm*

‘CHASE THE SUN’ SATURDAY 22ND JUNE 2013.



Jonathan recently read about this forthcoming event and thought perhaps it might appeal to the more adventurous members of our club? It’s called ‘Chase the Sun’. It’s a bike ride that’s free to enter, isn’t in aid of a charity, nor is it a race. It takes place on 22.06.13 (the longest day). The 200mile course starts at sun-rise on the east coast of England (Isle of Grain, Kent) and finishes on the west coast (Burnham-on-Sea, Somerset). The aim, simply is to ‘Chase the Sun’ and get to the finish before the sun sets. Entry is free via the web-site, which also contains details of accommodation etc.

<http://www.chasesun.org/> and the route (via Garmin) <http://connect.garmin.com/course/1235599#>

New Year, new outfit? *From Trevor Hale*

The following club clothing range is available from stock. Our suppliers have informed us that there will be a price



increase at the end of February so in order to re-stock at the current price we shall be placing an order within the next couple of weeks. So if there are any special requests i.e. Skin suits, ladies’ sizes, please contact our clothing secretary, Trevor Hale on 01787 278601 or email clothing@cycleclubsudbury.com.

Remember there is a **£10 discount** off your first purchase (from the prices shown below) in the new subscription year.

Short sleeve road jersey.....£40

- Small 3
- Medium 3

- Large 3
- X large 2XX large 4
- Long sleeve road jersey..... £43**

- Small 4
- Medium 3
- Large 1
- X large 2
- XX large 1

Sleeveless road jersey.....£38

- Medium 2
- Lightweight Windtex jackets.....£52**

- Small 2
- Medium 2
- Large 2
- X large 2
- XX large 3
- Ultra packable Windtex showerproof..£44**

- Medium 4
- Large 4
- X large 1
- XX large 2

Gilet..... £34

- Small 1
- Medium 5
- Windtex Gilet..... £36**

Bib shorts..... £45

- Medium 1
- Large 3
- Thermal ¾ bibnicks...£44**

- Medium 5
- Large 2

Alternative Training Winter 2012 – 2013by James Rush

When we’re out on our ‘winter’ bikes, fully laden with layer upon layer of warm clothing to keep the cold wind, rain and snow at bay, this is still often not enough once the ice and frosts provide their evil presence beneath our wheels.

I’m not usually one for riding when there’s a risk of the ‘icy stuff’ about and having already taken a ‘tumble’ a few weeks ago when I assumed the signs of a dry road would make riding ok. After inspecting the several cuts and bruises later on, I decided to call time on riding while the cold and icy spell was with us. So the alternatives fell to using the spinning / turbo bike in the (very cold) garage or several visits to the local gym. However, with time at a premium, having a 15 month old extremely active young son, my daily commute to and from work on the bike has also doubled as my training period with no need to get into the garage ‘gym’ after work. I also have reluctance to ‘turbo train’ as I find it hard to

motivate myself to get out into a cold garage and do it!

So during the past month, the cycle training has been replaced with running to work using roads, footpaths and fields for the 9 mile (one way!) commute. An early start in the morning involves getting up at 6.00am, leaving the house at 6.30 for the hour plus run to work, with a hot shower at the end of it. I try to do this twice a week and in between if the weather permits, I'll return in the evening, just spinning home to clear the legs on a knobbly tired mountain bike or get a lift.

Reading the various guides and methods for winter training, it generally notes the need to 'churn' out the miles to achieve a base of fitness that you can then tap into come the Time Trial season. The specific 'interval training' sessions come into play and prepare



our legs for the ensuing punishment we put ourselves through. Unless you are a semi-pro or a very (very) keen amateur, managing to get in 200+ training miles a week is a challenge through the winter, not only finding the time but it's also very weather dependant. I've found that running around 20 miles a

week has kept the weight off and toned a few areas that are rarely seen this time of year. In addition, I have joined the local *Hadleigh Hares* running club and entered 2-3 races already which requires the same mental approach that Time Trialing needs, i.e., focusing on your diet, fluid levels and recovery afterwards. Strategy also comes into play, pacing yourself so not to 'blow up'.

The run to work has also given me a target to break the 'Hour' as it currently stands at 1hr 3mins. So a bit to go yet but is no different to trying to beat your own 10 mile TT time. I'm itching to get back onto the bike and get some good training miles in but until then, running to work in 'all weathers', including the recent snow, has helped fitness and kept me focused to the new season.

So, maybe give it a go and try it.

RELIABILITY RIDE REPORT

(As per press report)

Cycle Club Sudbury's early season Reliability Ride on Sunday



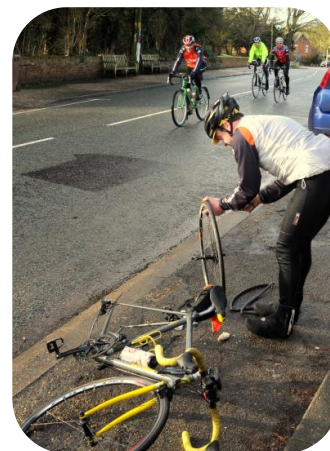
attracted riders from a dozen clubs around East Anglia. And what a difference a day made as the previous days snowy conditions threatened the postponement of this annual 27mile/48mile event through the Suffolk lanes. Surprisingly, a heady 9 degrees greeted over 100 entrants



with the early rain soon making way to some welcome sunshine. There was however problems ahead

on both of the courses as melting snow combined with the overnight rain presented riders with badly flooded roads with some over 15 inches deep at Rattlesden and Cockfield. Some riders managed to navigate around these watery difficulties, but most got wet feet for their efforts with regular visits from the 'puncture fairy' (see pic of Simon Daws' visit) for a lot of them from the resultant road debris.

35 riders from the home club took part with many new faces in abundance as like our local



rivers, membership continues to rise to new levels.

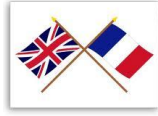
Only 7 riders failed to sign back in and we can only hope they are not still marooned in the floodwaters and headed straight home! Although finishing times are not relevant on this type of ride, it's interesting to note that the fastest rider back on the 27 mile course took 2hrs 2mins and the fastest on the 48 mile course took just 2hrs 18mins!

CCS's Brian Webber announced that this event was to be his last and will be handing over the reins to David Fenn for a well earned rest after 30 successful years in the 'saddle' organising the ride.

And now something to hopefully warm you up during these chilly nights with something from my own article locker. (It's got that desperate!)

A French Adventure

From the Channel to the Med.



During the years spent driving through France on route to various holiday destinations, I always had a vague dream of embarking on a cycle trip from the Channel to the Med. Years went by without any action on my part, to realise this dream. A chance conversation on a local Audax, with my fellow biker and brother-in-law Alun Duncan-Jones, found that we had both been harbouring the same ideas, so we both set things in motion to put it into reality. With all the required 'permissions' in place, I spent a happy few months planning a route, based on a 1000km Audax Permanent which we found existed from Caen to the Med and would give the whole adventure some credence and required discipline. After increasing fitness levels and decreasing waistlines over the preceding months, I felt as ready as I would ever be, considering I was a very average biker who had never ridden more than 80miles in one day.



After cajoling James and Marie to take a weekend break in Normandy at the same time, we had

secured transport to the ferry and so they deposited us on the Caen dockside on an early and cold September morning. So began an 1100km journey into the total unknown, through a country I love with a passion and with no back up. My detailed instructions sheets proved to be 'adequate' throughout our journey but required some inspired guesswork at times as the signage in deepest France were somewhat minimal. As we progressed through Normandy, we set a pattern of riding for about 2hrs before coffees or light lunch breaks. These became my little goals, as I inevitably struggled to keep pace and found myself panicking at the enormity of the task ahead. The marvelous undulating countryside helped to raise spirits and leg power and we eventually found our way to the pre-booked B & B after 130kms and over 8hrs from setting out. The

owner was most affable and we soon became his best friends as he plied us with homemade wines and spirits. We slept well that night. Day two's target was Amboise on the Loire and would be the longest leg of the trip. I felt quite good and was helped along by warm sunny conditions and frequent stops with my calculated distance for the day of 140km seemingly 'do-able'

The temps were rising as we made our way along on arrow straight roads through the vast wheat plains. But as the day wore on, the vision of seeing the road miles and miles ahead following the undulations, soon wore me down. A further problem 'surfaced' down below as it became clear that something more than saddle soreness was happening. My projected ride distance came and went as we were still a long way from our destination. Finally after nearly 11hrs and 175kms after setting out with 8 ½ hours in the saddle, we crossed over the Loire to the heaven of a hotel bath.

My first ever ride over 100miles and I knew it. Alun of course took it all in his stride and looked as fresh as he did when we set off. The next morning saw us set off after a good breakfast and copious amounts of Assos cream in my shorts. A lesser distance of 121km to Argenton was on offer with the hillier and wooded terrain of the Creuse region ahead. Pretty villages and lakes passed by as we sped on through stunning countryside. Getting our Brevet card stamped every 100km was never a problem and almost seemed the norm to the obliging shopkeepers. Our hotel seemed to arrive quicker than expected after just over 6hrs riding time and we made a swift turnaround from all washing chores and headed for the nearest cafe for well earned beers.

Three days completed and I'm still going OK-ish with saddle problems put to the back of my mind. As we rode out the next day, I knew it was going to get progressively lumpier as we entered the Limousin and the foothills of the Massif Central. Some serious ascents and descents through rivers and small gorges became the pattern for the days riding. I have never been a climber and it showed as I ground my way up these hills trying to get something of a rhythm going on narrow and poorly surfaced roads. We were only travelling 'light' with a bar bag and a medium sized rear bag



hung from the seat post to contend with so we had to rely on small shops for our daily provisions. Some days we got perilously close to running out of water as we made our way through sparsely populated areas and had to 'beg' local residents for top-ups.

Lac de Vassiviere at an altitude of 770m was our day's destination and looked just perfect. Only 112kms today with a 6 ½ hour riding time. I really felt as if I had reached my holiday target and would have happily stayed in this Lakeland idyll for the rest of the week.

I reluctantly rode away the next morning and kept the lake in view until we started the climb upwards onto very, very minor lanes that were bordered by sweet smelling Pines and heathers. The hills were coming at us with leg aching regularity and only when we reached the Millevaches Plateau at 930m altitude, did we get some respite. We were about half way through our journey now and the roads became smooth and fast as we made up time in the 30degs heat. A lonely road through densely wooded terrain provided a plethora of wild animals and birds to enjoy as we made our way to the Dordogne gorges. For once it was all downhill but on poor surfaces and very hairy narrow descents. Frequent stops to rest 'braking' fingers were necessary as we plummeted downwards to the river below. I was pretty sure there would be an 'up' part to all this freewheeling and it came in the form of newly laid tarmac and



chipped surfacing. It was painful as we ploughed through ridges of chippings grinding our way up the 8kms out of the gorge at an indecent angle.

A few more unpleasant climbs were dispatched before we reached Ally for our 5th night's stay after 115kms in 7 ¼ hours riding time.

The 'hotel' was basic/charmless/tacky and did little to raise our spirits. They were however quickly lifted a few hours later when my old friends Simon and Bev arrived over from their holiday cottage to spend the evening with us. Just what I needed after my worst day so far and a good back to reality evening followed.

We left our friends at breakfast and were last seen passing us 10kms down the road as we were about to tackle the first climb of the day. These rural roads were generally empty of traffic as we seemed to zig-zag from one gorge system to the next. Our destination was nestled in the Lot Gorges and after a day spent pedaling through spectacular scenery; our final stretch involved 12kms downhill on very poorly maintained roads

and dropping over 700m in the process. The hotel la Terrasse was everything the previous one wasn't, and it even had a swimming pool. Paradise! Dinner on the terrace overlooking the river Lot took some taking in and believing.

'Only' 105kms in 6 ¼ hours riding time today We left the next morning under grey skies and a slight drizzle! The Lot gorge looked sorry for itself in this gloom as we slowly made our way upwards, through touristy villages before 'coming out' onto a wet and busy road. A quick stop at the only bike shop we ever came across saw us leave with freshly pumped up tyres and a new pair of padded gloves for Alun. After leaving the busy tourist areas behind, a roadside bar provided us with our regulation omelette and frites and prepared us for the first official 'Col' of the journey.



As we entered the Causses of the Aveyron region, the rain finally abated and was never to return.

Back onto small rural roads, the Col de la Lagarde at 810m was stormed with little fuss. Not a Col at all really, just a long drag with a bump at the top! The pleasant descent into today's destination, Severac le Chateau, gave us uninterrupted views of the lands ahead and of the prominent chateau a top a large hill.

With the temps now at a more respectable 26degs, it helped offset the slightly dowdy hotel we had booked into. Only 5 hours of riding time with 95kms covered.

An early start next day saw us soon clear of civilisation and into the very lonely, wild and deserted Causses. I have never experienced such complete tranquility as we quietly made our way along these tiny roads in an area bereft of any inhabitants. Normal service was resumed when we started the descent down to the Jonte Gorges. With just about enough width for two bikes to pass on the potholed 'road' and a sheer drop to one side, it certainly grabbed my full attention. For 8kms, we gingerly made our way, hugging the cliffside on the wrong side of the road. Frequent stops were made to cool off the scorching wheel rims and to rest numb fingers and arms. The town of le Rozier sat at the bottom astride the confluence of the Jonte and Tarn and a cafe was quickly sourced to cool down and calm down with coffees and cokes.

A much busier road was quite a welcome as we entered the Cevennes National Park area. A large flock of vultures from a nearby sanctuary were bizarrely circling overhead and ensured we made no mistakes on the road. We seemed to be forever climbing and to my credit and amazement, I rarely complained and just got on with it! Alun had no need to complain as he's almost a professional biker in my eyes.



Two cols were again stormed with the 1325m Pic de Barratte being the highest point we would reach during our

adventure. With the camera timer set, the occasion was recorded for posterity.

Finally, it was downhill all the way, all 20 'hair pinned' kms of it to our penultimate stop at le Vigan.

It was obvious we had crossed the mythical temperature datum line as the heat rose seemingly at every turn. It peaked at 35degs as we eventually located the hotel, but not before some backtracking uphill and a good dose of grumpiness on my part. Another gem of a hotel, with views of the valley below and a swimming pool atop of the kitchens!

Over 7 hours riding time for 110kms.

The last day biking to the Med was going to be in my mind a 'doddle'. Downhill all the way, from the lofty heights of the edge of the Massif Central, to the sea. A hearty breakfast set us up nicely as we left the hotel pursued by a very large and angry dog. Thank god it was downhill at the time! The long drag upwards for the first ½ hour brought us onto a flat barren moonscape like plateau. Within an hour of setting out, we had our first cafe stop because it looked too appealing to pass. Alun acted a bit furtive about the route ahead and 15mins later I found out why. A gorge (canyon?)



of enormous proportions appeared from nowhere. It was obvious we had to go down to the river bottom

and then climb up on the tiny ribbon of road I could just about make out on opposite side. This was the Cirque de Navacelles and was a mile

across and 1000 feet deep. Off we went for 5kms to the bottom and then started the long climb up on the other side. Suffice to say, I got off and walked a few times as it was easier and quicker than trying to ride. It took an age and the high temps weren't helping. Alun, as ever, was patiently waiting at the top for me as I 'heroically' conquered this final obstacle.

The Col du Vente at a measly 703m altitude was brushed aside as the serious downhill began. St. Jean de Fos was reached after dropping 500m in 8kms. Two cafe stops later we were still cresting false ridges expecting to glimpse the Med in the far distance.

With the heat making progress slow, it was a joy to finally arrive at les Aresquiers on the Mediterranean. But what a place to choose. Sea mist hid the err, sea, the beach was drab and pebble covered and it totally spoiled my daily vision of how we would end our ride. The end it was though – 1084kms from the Channel to the Mediterranean in

a total riding time of 59hours 45mins.

There was little time to wallow in our 'glory' as we still needed to find a hotel near to our bus pickup point on the outskirts of



Montpellier. A further 18kms were added to give us 140kms during the day and overall total of 1102kms for the journey at an average of 18.22km/hr.

The European Bike Bus Express wasn't due to pick us up until 17.00 the next day, so plenty of drinking, resting, eating and reminiscing passed the time away before it effortlessly whisked us through the night up towards Calais.

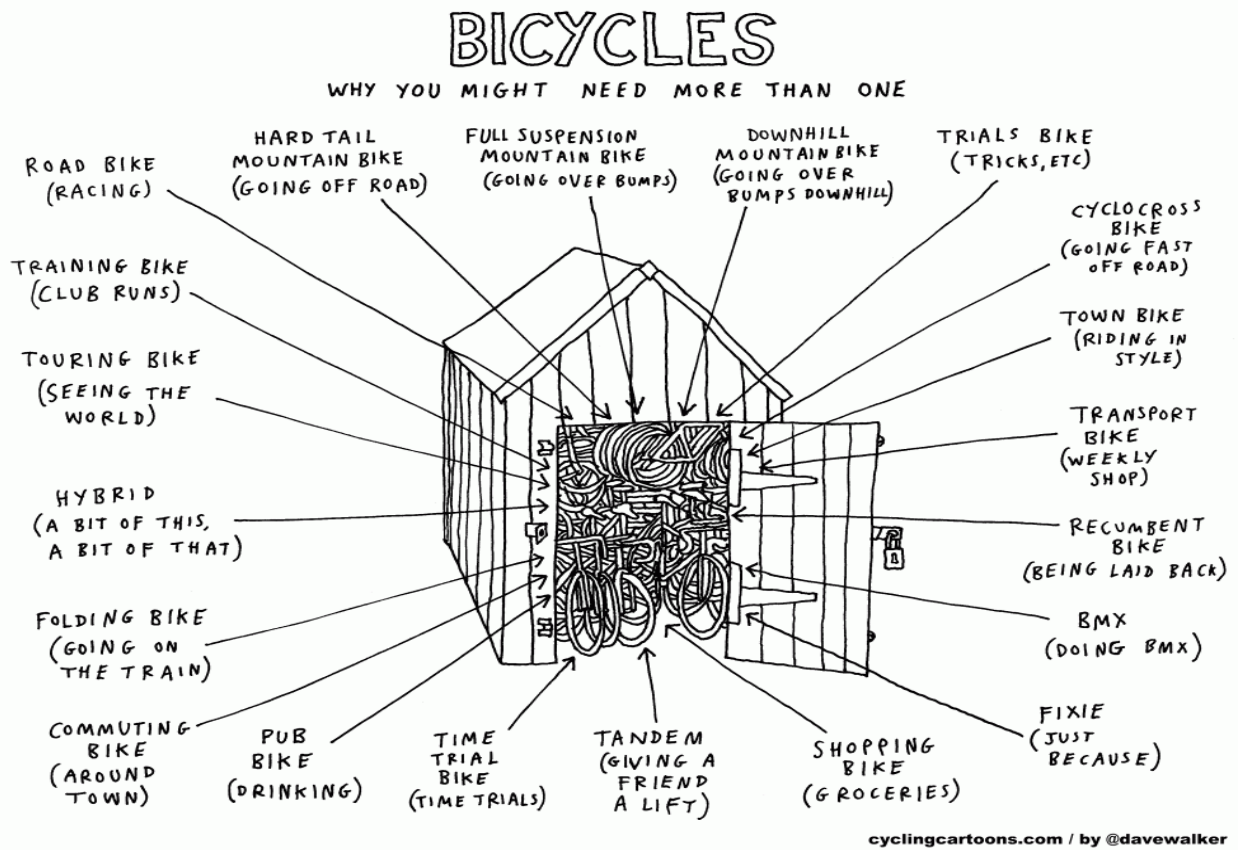
I had plenty of time to reflect on our adventure as I stared out at the vast French countryside and felt as if this very average biker had finally achieved something worthwhile at last, helped enormously by my perfect riding partner Alun. It gave me a lot of satisfaction that we did it all on our own and without any backup.

Rog



Is this you? Do you have a bike for every occasion?

A **prize** awaits the member who can tick off the most from the shed list shown below and owns the most number of (verifiable) different types of bikes.



And finally, the store below is where I found myself up in just two weeks ago.

With nothing to put into Spindle I gave it a visit!

They supplied me with a pair of Shimano SPD Paddles, a couple of ideas for articles.

I really don't want to go there again for next month's edition, so how about spending an hour tapping out some little articles/news/gossip to include of your lives on or off the bike. You can see from my offering above it doesn't have to be a work of art, just mildly interesting.

Rog

