



*Pedals
Or
Paddles?*

The snows haven't arrived this winter (yet) but the water certainly has. Our favourite country lanes are so full of the wet stuff and with no let up to the rain and with no prolonged sunny windy days to dry them up; we are resigned to riding through it all.

And of course lurking below the water are the cunning potholes waiting to catch out the unsuspecting rider. The obvious answer to this is to ride through the water in the middle of the road (if possible) as potholes rarely live there (They don't like heights apparently).

And did you know, bike wheels leak like sieves! Try taking a tyre off after a wet ride and just watch the water dribble out. Be sure to dry and spray with water repellent (the type that comes with the 'Muc Off' spray pack) the spoke nipples as they will become immovable after constant dunking. I've previously moaned about the 'joys' of having to continually clean bikes during the winter, but thanks to Santa I now have some very efficient mudguards. My previous 'half guards' kept me dry but not the bike. Pretty obvious really but it's quite amazing how many riders still ride 'naked' so to speak during the winter. No guards, nothing! A pair of Mark 2 Crud Guards (like my gratefully received Xmas present) will do both jobs admirably and they will fit bikes with no mudguard eyelets. Be warned though, they only work with 23mm tyres! Best of all, cleaning now takes a quarter of the time....

Anyone one out there got any more tips for winter riding?

This month's edition contains a couple of good articles to warm you up during these dark winter evenings.

- The first recalls how Rob Davies rode the iconic John O'Groats to Lands End epic during last summer that included a marvellous 'on route' beer challenge!
- Then Jonathan Weatherley gives us the low down when he competed in the National 10 mile Time Trial in Norfolk last season, plus details of the CCS Mad March Hilly TT he is organising...
- Viv Marsh has completed all the hard work in record time and has supplied details of his 2 new Audaxes in March, starting from Wormingford.
- A full list of the Evening Time Trial dates is included and reminds us that the 'season' is not that far away!
- David Fenn outlines details of a more organised Sunday Rides structure and is asking for volunteers to help achieve this which will hopefully 'plug the gap' in an area where we were slightly lacking in the past.
- A report on the 100+ hardy souls who tackled our recent Reliability Ride finishes off this edition.

Dates for your Diaries

Time Trials

- Ely Hardriders 25mile Open TT on Sunday 16th February at 10.00am
- CCS Mad March Hilly 22 mile Open TT on Sunday 9th March at 08.00am. Entries before 25th Feb. Details shown further on.
- CCS Thursday Evening Time Trials starts on 17th April at Lavenham

Audax

- Bedford 200km on Sunday 16th Feb.
- Henham 50 & 100km on Sun 23rd Feb.
- Henham 56, 110, 160 & 200km on Sat 15th March
- Hauxton 100 & 200km on Sun 23rd March.
- Wormingford (CCS) 112 & 214km on Sat 29th March.
- Copdock 100km on Sat 5th April

Sportive

- Amis Velo (Boxted) 30, 45 & 60 miles on Sat 15th Feb.
- VC Revolution 28 & 50 miles at West Bergholt on 23rd Feb
- Boxford BC Tornado 20, 40 & 60 miles on Sun 13th April

Annual Dinner/Prize giving

- Newton Green Golf Club on 22nd Feb. Places still available. Contact David Miller on 01449743937

Road Race

- Details of our own Road Race on 30th August, including the course to be used, can now be found on the British Cycling website.
www.britishcycling.org.uk/events/details/103644/CC-Sudbury-Road-Race

JOGLE by Rob Davies

John O'Groats (JOG) to Lands End (LE)



Three university friends, Matt Sharkey, Adam Penton and I planned the JOG2LE at the beginning of 2013. We shared the work of planning the route, booking hotels, Courier Company to take our bikes to JOG, and purchasing equipment for the ride. We all used racing bikes with no eyelets for mudguards or a rack, so we purchased racks that fitted to the rear brake bridge and the wheel spindle, together with one pannier each. We booked our own flights to get us to Wick; we were all flying into Edinburgh, from different parts of the UK. We had a taxi booked from Wick to JOG where the bikes were waiting, reassembled, at a local hotel. The aim was to start riding at 1.00pm and complete 50miles to Bettyhill. All good plans go wrong on day 1! My flight from City Airport was delayed by 2 hours meaning I was unlikely to make my connection with the others in Edinburgh. In the end after some intervention by the pilot of my flight the second plane, same airline, was held and I ran across the tarmac, with my pannier and an escort, to meet the plane. Great celebrations all round but 40 minutes later after the second plane had tried 3 times to land, at Wick no radar, in low cloud cover, including one emergency abort, we were diverted back to Inverness. Thus we now had a 3 hour mini bus ride to Wick and we then shared a hire car with fellow passengers from Wick airport to JOG. Finally collecting the



Message from David Fenn

*'Our club is looking for volunteers to lead the 9am Sunday club runs. Currently there is no guarantee a senior member of the club will be in attendance, this is not a satisfactory situation for the club particularly if potential new members turn up. The plan is to have about 5 or 6 members who would be willing to lead the club run on a rota basis. This would require these 'Ride Leaders' to lead one club run every 5 or 6 weeks. We already have 4 members willing to make a commitment and would invite 2 more members to volunteer. If you are willing to make a commitment to this plan please contact either.....
.Mark Gentry gmarkgentry@btinternet.com
or David Fenn dr.fenn@tiscali.co.uk*

*It may be useful to know that Rob Morse's bike shop in Bildeston (LifecycleUK) is now open 7 days a week.

bikes and taking the obligatory starting photo at 6.00pm. Thankfully the nights are long in Scotland in July and we covered the first 50 miles in 3.5 hrs arriving tired but relieved in Bettyhill at 9.30pm. Day 2 was 106 miles to Inverness stopping for lunch and a couple of pints in Boner Bridge. I had set myself the task of drinking 45 different pints over the 11 days so needed to get at least one in at lunchtimes. Arriving into Inverness we were guided to the hotel by some local cyclist, one of who was German, we did have maps and a Garmin, which was very helpful. Day 3 was 88 miles to Glencoe riding along the shore of Loch Ness through Fort William and staying in the Clachaig Inn hidden in the mountains. Day 4 featured 4291ft of climbing over 100 miles which began first thing in the morning. Possibly the best scenery of the trip so far then we rolled into Kirkintilloch, near Glasgow, staying in a cheap hotel with a wedding on and a nightclub in the basement.



Even after 5 pints and curry we struggled to sleep over the noise of the fighting relatives post wedding. Day 5 saw my first and only mechanical failure, rear derailleur cable snapped after 65 miles, necessitating tying it to the handlebars to keep it in one gear. That night we stopped in Gretna Green and had a lock in at a local pub which helped me catch up on the 45 pint challenge. We set off on day 6 passing through Carlisle where I replaced the cable and bought a spare. We were going to Morecambe and it rained for most of the day making one fast descent very hairy. Good night out in Morecambe where Matt had his photo taken next to the statue of Eric

Morecambe and we got several donations to our various charities in one pub thanks to our shirts which had all the ride details on. Day 7 was 111 miles to Telford and we were joined by a guest rider, Carl Lewis, and we whipped through it with him on the front for 70% of the time. That night my parents turned up to pay for dinner and to carry the panniers for two days, hooray! Day 8 was to Lydney near Bristol and had some big climbs in the Forest of Dean. Day 8 was the hardest with temperatures at 32°C; we crossed the Severn Bridge, Clifton Suspension Bridge and our longest climb at Butcombe. The latter nearly killed us and we had a major drinks break to recover from the heat. That night we were relieved to roll into Taunton where we met my wife and son Jack, who joined us for the last 2 days.

Day 9 was to Bodmin and was most notable for Matt's tyre exploding, probably because he put too much air in earlier. Unfortunately we had used our spare tyre, but were rescued by a local bike shop who brought one out to us, though it cost us at least 90 minutes. The roads never seemed flat and it was another difficult day. Day 10 was the hardest, to Lostwithiel in Cornwall, where we arrived soaked and exhausted at 8.30pm taking over 9 hrs to complete the 90 miles and 4173ft of climbing. They stopped serving food at 9.00pm but we made it just in time to have meals with our families.

Last day was 63 miles to Lands End and it began with a long climb out of Lostwithiel. It was hard for about 50 miles but once we were in sight of the finish we began to speed up. The finish at Lands End with our families was fantastic, as was the weather. We all went out that night to celebrate at the Pandora Inn near Falmouth.

Great trip, and in the main, extremely enjoyable, covering approximately 960 miles in 10 days. I would recommend this time frame for anyone who wants a social cycle and 45 pints on the way.

Rob Davies

CCS is pleased to announce:-
Two new Audax events for 2014.

The Wormingford Dragon

218km, 8am, Saturday 29th March 2014.

www.aukweb.net/events/detail/14-582

&

The Wormingford Wyrn

112km, 9am, Saturday 29th March 2014.

www.aukweb.net/events/detail/14-583

Both routes are predominantly on quiet, level(ish) roads and take in some of the finest of the Essex and Suffolk countryside between the Stour, the Lark and the Gipping rivers.

We are pleased to be supporting two fledgling establishments: a recently reopened pub, **The Reindeer** at Saxon Street near Newmarket; and **Maglia Rosso** (formerly The Metcalf Arms) at Hawstead Green, which is due to open as a cycling café fully later this spring.

The Dragon ride also visits the popular **Sweet & Savoury Deli** at Stonham Barns.

All three are keen to attract a cycling Clientele and are looking forward to welcoming you.

HQ at Wormingford Village Hall, North Essex, CO6 3AY.

For more details please email Viv Marsh:
auk@lythgo.me.uk

or find "Wormingford Audax Rides" on Facebook.

MEMBERSHIP NOTES

From Robin Weaver - Membership Secretary

If you were unable to attend the Subs Night, please send a completed membership form and payment to the address on the form as soon as possible, or send an e-mail and pay by BACS/EFT as explained on the form.

Membership form (download [here](#)).

Subscription rates;

Junior member, under 16 £5

Juvenile member, 16-18 £8

Senior member, 1st claim, 19-64 £18

Senior member, 1st claim, over 65 £12

Family membership £24

2nd claim member (already member of another club) £12

Non-rider/associate member £4

My experience at The National 10 mile Time Trial Championships 2013'

by Jonathan Weatherley.

The annual Cycling Time Trials/ RTTC National



Championship events are held over various set distances & durations (10, 25, 50 miles etc). They take place in different Districts from year to year, as the governing body seek to distribute the events around the country. This year, the National Championships over 10miles were to be held

in our (East) District on 25.05.13. On learning this, I thought I might try to enter, as it's not every day an event of this status takes place so close to home. I was uncertain as to whether I'd get in, as just 150 places were available in the Men's event and entry would be determined by being able to achieve a certain standard. I doubted whether my very modest P.B. of 22:22 would be good enough. So I was genuinely surprised when I found that my entry was accepted- I had *just* scraped in!

The event was to take place on the B10/18 course near to the pretty village of Hingham, Norfolk. I hadn't ridden this course before, so on the advice of fellow club member, Len Finch, I reconnoitred it a couple of weeks beforehand. The quiet, single carriage country 'B' roads forming the course were similar to those we use for our evening TT's and described a parallelogram in plan. It being Norfolk, the landscape was fairly open and flat, meaning that the wind could be a factor in the race. My recce highlighted that the junctions between each of the legs of the course could be problematic. Some of these turns were tight (approx. 90 degrees) so it would be important to slow sufficiently for these and make sure I did not cross the white line in the middle of the road and risk disqualification. These turns also featured manhole covers, so to avoid them, I noted the appropriate line to take. I also located the HQ and the start, and worked out how long it would take to get to the event, all of which would help eliminate any unnecessary stress on the day.

My expectations for the event were quite low as I would be competing against the best TT riders in the country- I was not going to get a placing here as I might in a local event. On arrival, it immediately felt like a big event and very different to anything I'd experienced hitherto. 271 riders in total (including Juniors and Ladies) were taking part, so there were plenty of riders and vehicles at



HQ.

The status of the event was such that special dispensation was given for the use of Turbo trainers (they are normally banned for morning starts in the East District). They could only be used away

from the HQ (and any housing), in a nearby lane. This lane was packed with cars and vans parked on the verge, each with a little gap between, where one would find a rider warming up on their Turbo trainer. I drove slowly looking for a place to park and excitedly spotted some well-known names from the British Time Trial scene- including the legendary Michael Hutchinson (a.k.a. 'Doctor Hutch') holder of 56 (no less!) National Titles. I got warmed up on my turbo, and then rode off to the start.

As noted on my recce, the wind was indeed going to be an issue on this course. From the off, I had a nice cross tail wind down to the first turn. I navigated the tight first turn safely. Then on to the next section of the course, I had a tailwind. Wow, things were going really well- much better than expected. My average speed was high and approaching the half way mark - I was up on my PB schedule! I then turned into the next leg, and faced a cross headwind and a climb. My average speed plunged to more normal levels and refused to get much higher despite the fact that I was pushing as hard as I could! Turning in to the last part of the course- which was about 1 ½ miles long, I was now in a full headwind, the road inclined very slightly- I was struggling. At less than 1/2mile before the finish, I was already at my

limit, grimacing, breathing very deeply and rapidly- the finish line could not come soon enough! But I kept on pushing. Crossing the line, I was spent. I looked down at my Garmin and was a bit disappointed not to have set a faster time, especially having seen what I'd achieved at the halfway point. Yet, my overriding feeling was one of inner satisfaction knowing that I'd given it everything I could.

After getting changed, I returned to the last mile of the course to photograph and support the last 40-50 entrants (the quick riders!) before returning to HQ to see the results and chat with other competitors. There was an enjoyable atmosphere at HQ. I spotted some familiar faces, riders from various clubs whom I've competed against over the last couple of years and happily chatted away.

I spoke with the top three riders: Michael Hutchinson (*shown in pic alongside*) won in a time of **19:20** Matt Bottrill (who was second with a time of 19:27 Douglas Dewey (who was third in a time of 19:36. Interestingly, Bottrill had been a few seconds up on



his great rival Hutchinson at the half way mark, but had lost out in the second half of the race. I also spoke to Olympic Team Pursuit Gold Medallist, Steven Burke MBE (who came 5th in a time of 20:02). I checked the result board to confirm that I'd recorded a time of 23:10 and finished 91st overall. This wasn't great, but it was still quite nice to get into the top 100 in the country. Was pleased to beat my local rival, Chris Leggett from Stowmarket & District C.C. by just 5 seconds- it was worth making that effort in the last few metres of the event! I thanked the organiser and was then on my way home.

I really enjoyed the whole experience of the day - not just the ride, but being in a big event and around the top riders in the country. It's one of the great things about Time-Trialling that somebody of my modest ability can compete in the same event as the very best riders - including Olympic Gold medallists. There aren't many other sports where one can do this. This experience fuelled both my enthusiasm for Time-Trialling and my desire to want to improve and go faster.

A Sky Ride with a difference.



Following last month's article in Spindle regarding the cycling safety concerns on London's roads, it would appear that a solution is at hand.

According to Architect Sir Norman Foster, Sky Cycle routes could be used, elevated above existing rail lines in clear enclosures.

Plans to install over 220kms of the cycle network across the capital has met with a broad approval by most of the main protagonists but do I detect a slight stumbling block when they stated that a trial stretch of 6.5kms would cost £220,000 million to install.

A brilliant idea all the same though!



The C.C.Sudbury 'Mad March Hilly' will take place on Sunday 9th March 2014. New for this year we have *equal prize money* for

Ladies and Gents (courtesy of LifecycleUK, Bildeston) and a whole range of course- record related cash prizes- ranging from £25 to £100 (courtesy of Robins Row, Long Melford). I hope to see as many of you taking part as possible- I think CCS have a really good chance of winning the Team prize. The event is also part of both the SPOCO E *and* SPOCO SE series (for sporting courses) for the first time this year. If you'd like to take part in either of these series, make sure you sign-up now, so that you can start to earn points in our event. The deadline for entries to the T.T. is Tuesday February 25th 2014. You enter on-line via the CTT website (or by post). See attachment for further details.

If you're not intending to take part, I hope you'll come along to support the event or volunteer to help. We will need marshals, somebody to help riders sign on and to push riders off at the start. Assistance will also be required in the Kitchen making cups of tea etc. This event can't take place without your help, so please let me know a.s.a.p. if you're able to lend a hand.

Jonathan Weatherley CCS TT Secretary

C.C. SUDBURY 'MAD MARCH HILLY' (SPOCO SE) OPEN T.T. (09.03.14)

Course: 22 mile (35 kilometre) 'sporting' Time Trial on the BS/24R.

For further details of the course (inc.gpx.) see: <http://www.cycleclub.../events/open-10>

This year, the event forms part of both of the following series:

SPOCO SE <http://www.spoco-se.org.uk/>

SPOCO E [http://www.team-](http://www.team-cambridge.co.uk/spocoeast/index.htm)

[cambridge.co.uk/spocoeast/index.htm](http://www.team-cambridge.co.uk/spocoeast/index.htm)

Start time: 08:00

HQ: The modern & spacious, Lavenham Village Hall, CO10 9QT. Located at the rear of the public car park adjacent to the Cock Inn, on the B1071. Refreshments will be available before and after the event.

Prize money: Local bicycle shop, LifecycleUK, Bildeston, have generously sponsored the prizes for this event (one prize per rider, except for Team & course record prizes):

Men & Ladies:-

1st = £25 1st = £25

2nd= £20 2nd= £20

3rd= £15 3rd= £15

Fastest Junior = £ 10

Fastest Team of 3 = £10 per rider.

Course record prizes: Local insurance company, Robins Row of Long Melford, have generously sponsored a series of course record prizes:

£100 for anybody who can break the overall course record of 00:49:42 (Jason Bouttell *Team Velovelocity.co.uk*)

£25 for any Lady who breaks the Ladies course record of 1:00:19 (Tonya Antonis - *Team Velovelocity.co.uk*)

£25 for any male C.C. Sudbury or Boxford Bike Club member who can break the fastest time set by a male member from these clubs (00:50:55 Simon Wright - *C.C.Sudbury*).

£25 for any female C.C. Sudbury or Boxford Bike Club member who can break the fastest time set by a female member of those two clubs (01:09:52 Kirsty White - *C.C.Sudbury*). Club course record prizes open to First claim members of respective clubs only.

Entry: on-line via CTT website:

<https://evententry.ctt.org.uk/>

Or by post with a CTT entry form sent to:

Jonathan Weatherley,
CCS Time Trial Secretary,
2 Church Street,
Sible Hedingham,
Essex,
CO9 3NS.

Fee: £8.00, please make cheques payable to 'Jonathan Weatherley'.

CCS 2014 THURSDAY EVENING

TIME TRIAL SERIES SCHEDULE

Date	Course	Start
April 17 th	Lavenham 10	18:45
April 24 th	Brent Eleigh	18:45
May 1 st	Acton Circuit	18:45
May 8 th	Hitcham Hilly	19:00
May 15 th	Lavenham 10 – Interclub with Colchester Rovers	19:00
May 22 nd	Brent Eleigh	19:00
May 29 th	Lavenham 10	19:00
June 5 th	Acton Circuit	19:30
June 12 th	Hitcham Hilly	19:30
June 19 th	Lavenham 10 – Interclub with WSW & Haverhill Rvrs	19:00
June 26 th	Lavenham 10	19:30
July 3 rd	Brent Eleigh	19:30
July 10 th	Acton Circuit	19:30
July 17 th	Hitcham Hilly	19:30
July 24 th	Lavenham 10 – Club Championship	19:30
July 31 st	Brent Eleigh	19:30
August 7 th	Hitcham Hilly	19:00
Aug 14 th	Acton Circuit	19:00
Aug 21 st	Lavenham 10	18:45
Aug 28 th	Brent Eleigh	18:45

- **Signing on;** Signing on **closes 20 minutes before the start time.**
- **Lights;** All riders are required to have a rear light operating while riding.
- **Courses;** Full details of all courses are Available on the 'Events' page of the CCS Website at www.cycleclubsudbury.co.uk
- **Rates for riding time trials;**
Per season: CCS 1st and 2nd claim members; £45-00. Members of other clubs; £50-00
Per evening: CCS 1st and 2nd claim members; £3-00. Members of other clubs; £4-00
- **Visiting riders welcome, if a member of a CTT affiliated club**

RELIABILITY RIDE RAMBLINGS

Our Reliability Ride last Sunday morning showed what a hardy bunch cyclists really are, with 103 entrants signing on, despite low temperatures, stiff winds and near horizontal rain. The forecast had predicted cold and wet weather, so it was pleasing to see so many turn up despite the gloomy prediction.

Everyone managed to get away in the dry but then had to endure unpleasant conditions for the remainder of the ride.

Two routes of 27 and 46 miles were on offer which took riders to either a circular route to Bildeston or to the outskirts of Stowmarket and Cockfield via some very water sodden roads which caused a few off road incidents and quite a number of bike 'mechanicals' along the way. Punctures were numerous as were a few visits to the greenery as riders fought to keep their 'steeds' under control.

Marshalling at Lavenham with Peter W was bad enough in the cold and wet, so I assume conditions were twice as bad on a bike. We witnessed a rider gingerly freewheeling passed us with a very loopy chain hanging down. 10 minutes later he returned looking for his missing jockey wheel from his rear mech with no luck. So our cafe visit was put on hold while we packed his bike into the car and brought him back to HQ.

The tea and cake(s) there were far more agreeable (and cheaper) and all served with a smile and a cheery greeting. East Anglian clubs were well represented, with CCS riders accounting for a quarter of the entry and the new burgeoning local clubs Boxford BC and Hadleigh BC providing a further 10 riders between them.

The quickest riders home (Simon Daw) took a mere 2hrs 10mins on the longer course and 1hr 40mins (Adam Chamberlain) on the shorter one and were probably spurred on by the thoughts of a dry HQ and a warming drink. As cold and wet bedraggled riders continued to trickle in, some of last home were youngest competitor 10 year old Tristan Read and his dad from Gt.Tey, who had ridden the shorter course in 2hrs 30mins which was a remarkable effort for such a young rider considering the conditions.

David Fenn had taken over the reins from long time organiser Brian Webber and was rightly pleased with the day's event despite the unfriendly weather

