

Cycle Club Sudbury



February 2010

Ely CC Hardriders 25mile Open T.T.

The time trial season finally got under way on Valentines day at Ely after the CC Brecklands New Years Day Open 10 was cancelled, not surprisingly, because of the appalling weather conditions. Stewart Kirk and James Rush had entered this event and were disappointed not to have had the opportunity to ride off some Xmas pud! The Ely course always provides plenty of uneven surfaces but this winter provided man sized potholes to contend with. The 57 entrants were greeted with near freezing temperatures and No.2 'best' TT bike and 'agricultural' tyres were the order of the day to combat the conditions.

Stewart was riding his first Ely Hardriders and commented rather dryly that 'it was a bit ** bumpy', but his time of 1hr 09mins 39secs was a very good first effort all the same. James' ride of 1hr 06mins 05secs was an improvement of a whole second over last year's effort. Consistent, if nothing else!

Only three riders managed to go under the hour with the winner clocking an amazing time of 57mins 15secs.

Norfolk Old Squit Audax

Seven CCS riders travelled to Norwich for the last of the winter series of audaxes, this one a 200k, run from the John Innes Centre, Norwich on the 13th February, was again excellently organised by Keith Harrison and his team.

The snow started about 20 minutes into the first leg of the ride, to the east and south of Norwich, and persisted on and off until the first cafe stop, at Goodies farm shop off the A140. There was enough snow to settle (and coat riders), and at least two riders came off, with others including ourselves having narrow escapes on some of the sharper corners. Andrew also had a flat, in his 'fitted the evening before' new Schwalbe Lugarno tyres with puncture protection. Did he moan? – yes!

The second leg was across to Wymondham, and back to the John Innes Centre. Thankfully the flood ridden through on the previous event had vanished, so feet stayed dry, but there was a substitute obstruction involving a narrow plank bridge at a culvert replacement site.

Fortified by the famed Norwich home-made vegetable soup, we set off on the third leg to Fakenham, talking optimistically of a return by 5pm. In the event, this was thwarted largely by Robin, who had agreed not to bail out after 100k if the others slowed up a bit. The sun came out, the road was pleasant (not too hilly), although we had to make a couple of stops to adjust brakes that were showing the highly abrasive effects of combined snow and mud.

We left Fakenham after Garden Centre refreshment, not quite the last on the road, and had about 45 minutes of daylight, our arrival in East Dereham coinciding with the dark. There were one or two lanes with dodgy surfaces on the return, and brakes were again losing their efficiency, Dave and Robin both overshooting the same, fortunately quiet, junction. For the last few miles Viv had first one and then two soft tyres, and got back on the rims. Finish a little later than scheduled, at 6.40!

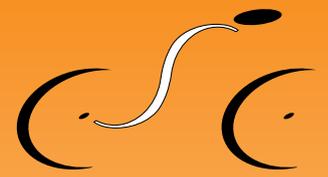
A Trip to the Sea Side - The Spanish Connection

At the end of January, Terry and I headed off to Majorca for a two week holiday/training camp, hoping for a break from the awful weather in England.

Our base was a very comfortable (and warm) hotel in Puerto de Pollenca, a couple of hundred yards from the bay with great views of the sea and mountains.

Having been delayed at the airport there was just time for Terry to unpack and set up 2 bikes while I unpacked all the clothes etc.





Sunday was a bit wet so we just did a couple of miles between showers to check the bikes were ok. Then I went around the bay for a 12 mile run.

The first few days I rode with the "touring" group (the slowest) I had begun my cycling life with them on our first training camp. I found the rides a bit too slow most of the time although sociable and only worked hard when there were a few hills. Most towns are built on the high spots so a cafe stop was sometimes earned.

One evening we had a talk by a couple of coaches and I decided to change groups after the "tourers" were overtaken by a lady on a sit up and beg bike with basket on the front complete with baguette!!

Brian, who coaches at the Hillingdon Circuit went out with Terry and I and another chap and he wound up the speed whenever we could with me trying to hang on to his wheel. I found the days with him hard but very useful. It was often very windy and I struggled with the headwinds and very strong "puffs" which tried to unseat me. I learned to ride much closer than I used to. After a hard day cycling/running it was great to spend some time in the newly opened Jacuzzi. Towards the end of the fortnight I was tired and not able to perform as well as I wanted in the strong winds. This was probably due to having only one day free from cycling or running in 13 days (some days I did both).

I managed 378 bike miles (we lost a few days to rain) and 62 running miles.

Terry's trip was a bit disappointing for him as at first his bike was a problem up steep hills and he eventually had a new chain and cassette fitted. Bike ready – then it rained heavily. He had a few rides then caught the "bug" which was going around (I escaped it). The last couple of days were windy with the odd bit of sleet/snow.

However we both got in more riding than we would have at home and are looking forward to the beginning of April when we return for another 10 days. Hopefully we will ride in the best groups for us in warmer and less windy conditions.

Majorca and especially Puerto de Pollenca, is an ideal place for early season training for cyclists.

Give it a go!!

[A Day At The Races - Velo Style](#)

Six CCS members (mainly from the 'Wednesday' club) recently descended on the Redbridge Cycling Centre to take advantage of half-term and introduce some of our younger members to the circuit. In the days leading up to our visit, the weather forecast looked grim with a repeat

of the downpours, (which blighted our initial visit last year), on the cards. But the day turned out to be glorious, with sunshine and warmer temps in abundance.

Everyone soon explored the different courses, including the daunting hill just before the finish, around an almost empty but wet circuit. This led to more punctures than would have been expected and Brian was soon seen doing what he does best!

Some impromptu one lap time trials were held towards the end of the day with Simon Daw coming out on top with a 3min 19.39sec around the 2km circuit, followed by Matt Shotbolt, Brian Mann and Viv Marsh. The 'boys' enjoyed being let loose on a traffic free circuit with Ben Marsh being the quickest in 3min 39.64secs, followed by Nick Bull and the Georges' Hoppit and Palmer. Some 'very olde fartes' brought up the rear and the less said the better.



Simon rode round most of the time with his helmet cam strapped to his head, recording the day and producing some interesting video images which can be viewed on YouTube.

A successful day which may be repeated during further school holidays, so if anyone is tempted to come along, get your name down now.

Thanks to Robin Weaver for organising and coordinating it all for everyone.

[CCS. Reliability Trial Sunday 31st. Jan 2010](#)

Got up very early in the morning looked outside and saw the ice and frost on the ground, and I said to the wife "there will not be many riding today you can go back to bed I will be able to manage" (wrong).

After putting out the signs I arrived at the HQ at about 8-15am. only to find one rider waiting to sign on, quickly opened up and put on the tea urn, Robin and Alison arrived to do the signing on, Robin had some bad news, he had just drive round the 48mile course only to find that from One House onwards the road was completely cover in ice and was very dangerous, we then had to make



the decision that it would be safer for the riders to turn at One House and retrace back rather than continue on a road covered in ice.

Help in the form of Brian Mann and Roger Rush kept the hot drinks flowing as more and more riders appeared to sign on. Geoff had arrived and was busy telling riders we were changing the course due to weather conditions. Time to set the first group off, Alison then informs me that 79 riders had signed on, 37 for the 48mile in 2hrs.45mins., 22 for the 48mile in 3hrs.30mins., 11 for the 27mile in 1hr.45mins., and 9 for the 27mile in 2hr.30mins. Clubs taking part were Wolsey RC, Stowmarket & Dist.CC, Plomsgate CC., Interbike, VC Revolution, Colchester Rovers, Ipswich Tri Club, Belgian Van Eyck Sport and CCS.



As Robin and Brian M are riding and Roger has gone to marshal and to take photos it is time to ring the wife and ask her to come and give a hand in the kitchen, the wife arrives and starts to organise the food and hot drinks as the first riders return cold, hungry and thirsty, we need two tea urns to keep up with the supply of hot drinks the food is fast being devoured. (Do not panic!) We send out Geoff to get more supplies, he returns just in time as another wave of riders descend on to the kitchen (thank heavens that shops open on a Sunday). Some riders appear to be really shattered, the cold has taken its toll, but all seem to be happy that they have completed the course, Alison informs me that there are only three more riders to come in, one is suffering so the other two riders have stopped with him to help him back, at last they arrive back safe and sound, a sigh of relief, no accidents all back safe and all 79 riders completed the ride. Riders come to the kitchen to thank us for looking after them, and in their words another great event for CCS.

I would like to take this opportunity to thank Dave & Robin for checking the course

Alison, Robin for signing on, Brian Mann (tea lady) Roger as marshal, Geoff for his help and Pat in the kitchen, also many thanks to all the riders. It is only thanks to all of you that this event was a success.

Many thanks see you next year,

- Brian W

A Trip to the Sea Side - The British Connection

Whilst talking to an acquaintance during our visit to Hog Hill last week I learnt that a track training session at the velodrome at Calshot was taking place the following Sunday. I asked if there were any spare places and she said that she would tell the organiser of my interest. Sure enough when he, Gino Howe, rang me the following day I immediately said yes. He said that the oldest rider going would be about 50 so he would, if I so wished, put me in group 3 with the ladies. Ah, there is a god after all!

Next decision was when to go. The training was starting at 10, so leaving at 6am would be necessary to get me there on time. However not being a committed Audaxer the middle of the night start didn't appeal. So I finally left at 4pm Saturday afternoon. After spending a comfortable night at the Lyndhurst Travelodge I arrived at 9.30am.

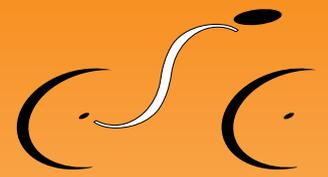
The wooden track at Calshot is the same as the 250m one that was used for the Skol 6 series of races at Wembley during the 80's. It is now housed in an old 'Sunderland' seaplane hanger (older members will remember) and is situated on Calshot Spit at the southern end of the Solent. However to get it in they had to cut a bit out to make it fit. It's now 166m round; about the same as the Ghent 6 track.

When the training started I was put in group 2 with the 50 year old and 10 others, damn. Session 1: This was called the 'Warm Up'. Two strings of 6 riders riding side by side. The inner group goes faster and when the first rider is clear ahead he swings up to the front of the outer group, the last rider there swings down to join the others.

Session 2: One string of 12, each rider doing a lap at the front, doing 'timed' laps. The speed being increased gradually.

Session 3: a) a single string of 12 riders, at the whistle the first man sprints ahead to gain a lap. b) two riders, working together, gain a lap. c) three riders gain a lap.

Session 4: Timed flying lap. One string of 12 riders riding round the top of the track. At the whistle



the first rider speeds up for one lap to do a timed second lap. I was slowest of our 12 but with a 5/100sec faster lap would have been 9th.

There were 2 more sessions but by this time I had had enough and called it, a very enjoyable, day. Needless to say I have 'put my name down' with Gino for further days 'by the seaside'.

Thursday Evening Club Time Trials

It will soon be that time of year when time trialist will be seen tearing up the roads around Lavenham. Just so you don't miss your sign on time, here is the event planner for the coming year:

DATE	TIME	COURSE
15 April	6.45pm	Lavenham 10
22 April	6.45pm	Brent Eleigh
29 April	6.45pm	Acton Circuit
6 May	7.00pm	Hitcham Hilly
13 May	7.00pm	Lavenham 10
20 May	7.00pm	Brent Eleigh
27 May	7.00pm	Lavenham 10 (Inter-club with Colchester Rovers)
3 June	7.30pm	Acton Circuit
10 June	7.30pm	Hitcham Hilly
17 June	7.30pm	Lavenham 10
24 June	7.00pm	Lavenham 10 (Inter-club with Haverhill Wheelers and WSW)
1 July	7.30pm	Brent Eleigh
8 July	7.30pm	Acton Circuit
15 July	7.30pm	Hitcham Hilly
22 July	7.30pm	Lavenham 10 (Club Championship)
29 July	7.30pm	Brent Eleigh
5 August	7.00pm	Hitcham Hilly
12 August	7.00pm	Acton Circuit
19 August	6.45pm	Lavenham 10
26 August	6.45pm	Brent Eleigh

Cycling Shorts

CCS recommend that Club members have third party insurance. An easy way of obtaining this is to join either the CTC or British Cycling. Joining either organisation automatically provides you with third party insurance up to £10m, and also a range of other benefits, outlined on the websites.

Please note this insurance does not cover your bike against theft or damage - insurance for this is also available through both organisations.

It has also come to 'light' that a number of organisers of National/Regional Open Time Trials now require riders to use a red rear light while on the course and should always wear a helmet. Both are good practice and CCS will also endorse these requirements for the forthcoming Thursday Evening Series. Failure to do so will probably involve the rider being refused a start!!

Hog Hill The Return

As everyone enjoyed themselves on the recent Hog Hill day out, another trip has been arranged for Wednesday April 14, leaving Sudbury at about 8.45am, returning about 4.30pm. There's a small charge that allows you to ride all day (£3.60 adults, £2.10 juniors), and changing rooms are available - we'll arrange shared transport. If you would like to go, please e-mail Robin Weaver (robinandpam@tiscali.co.uk); if you're happy to drive, please say so and indicate if you could take anyone else.

If necessary, you can hire bikes there - there's also an off-road track if you've got children who'd enjoy that. Further details on their website: www.redbridgecyclingcentre.co.uk.

Some local-ish early 2010 Audax dates for your diary

Sunday 28th March. 210 km Stevenage start of summertime special @ Stevenage.

Sunday 28th March. 115 km Stevenage start of summertime special @ Stevenage.

Sunday 28th March. 62 km Stevenage start of summertime special @ Stevenage.

Sunday 18th April. 202 km Witham Westerley.

Sunday 18th April. 156 km Witham 150.

Sunday 18th April. 106 km Witham Wander.