



Extreme Cycling in Waterworld

Spindle – January 2013 – cycleclubsuburbury

Happy New Year to everyone in sunny/rainy/snowy/windy Suffolk. Delete as required please as it's now Boxing Day as I start writing this edition and have no idea what the weather will be on New Year's Eve. It will probably be still raining as in the pics above! Yes I know I should be out partying and eating lots (well, one out of two is correct!) but duty calls. Did you all get what you asked Santa for? New bikes, wheels, groupsets, tyres etc. No, me neither but I have accumulated a vast pile of books to plough through during these damp days, mainly about Sir Bradley of Wiggoland, the Tour and the Olympics. Marvelous!

Our recent AGM produced a new Time Trial secretary in Jonathan Weatherley (jonathanweatherley@hotmail.com) and a new Clothing secretary in Trevor Hale (trevor.hale2@btinternet.com) Thank you to both of them and welcome to the workhouse! An awful lot of hard work goes on behind the scenes by the CCS committee to keep this club ticking over and successful.

The topic of appointing BC certified Club Coaches was discussed at length with the outcome being that three volunteers have come forward and begins their training this month. They may require a little help from members during their 'hands on' training period so if asked, please try and assist them. It should be an interesting time and hopefully the club will reap the benefits by bringing youngsters on (and their parents?) and into the club.

Geoff Simms gave us a rundown of his involvement with cycle safety and has kindly sent me an overview of his talk which is included further on.

The membership fees were increased slightly but be rest assured, we are still the cheapest club in East Anglia....that doesn't sound quite right!) Otherwise, it seems as if it's business as usual for the coming year.

**The meeting prompted Brian Webber to send in an Email a few days later regarding the topic about Coaching.....*

Younger Members

I must applaud the committee for looking at ways to attract more youngsters into the club.

Some people have reminded me of the large number

of youngsters we had in the club 30 years ago. I would point out that at least nine of these had parents who were active members of CCS, and these also brought along their young friends. Also on a Thursday night we had a club room at Great Cornard community centre, where we had use of a table tennis table, a pool table and a dart board, plus Pat and other ladies were doing drinks and burgers in the kitchen. During the winter months Harold was running circuit training at the sports centre every Wednesday evening. Also we had short Sunday club runs which Tony, Bill or I would just take out the youngsters. Whilst we may never be able to return to this format to attract youngsters, past experience has shown that unless one can get the parents involved, the youngsters lose interest. Sadly in some cases in the past the only time we see the parents are when they sign the consent form for membership.

If this venture is to succeed, everyone in the club must help one way or another, this must not be left up to the two volunteers or just the committee, my only regret is that I wish I was twenty years younger so that I could give this venture more active support.

Best wishes in cycling B.W.

The only other event of note in December was the Quiz night which finally rewarded my vast knowledge of nothing in particular with a first place! Ok, I may have had some (a lot) of help from Viv Marsh, Peter Whiteley and wives Pam Weaver and Liz Rush (only one of them is mine, just in case you're wondering) Well done to Dave Fenn and Nick Reed for organising and asking questions that I actually knew some of the answers to.

Included in this issue are:-

It's the season of 'Cyclo Cross', so an appropriate article by Nick Webber explains the intricacies of it all and rightly wonders why no CCS members don't play.

The other Webber, Brian, outlines the clubs upcoming Reliability Ride and what it's all about. And just to make you all envious in this rain/snow/wind/cold we have here, a lucky club member sends a report from a very hot Perth, Australia, of an Audax he and his son rode just a few days ago.

Norfolk Nips Audaxes, eat your heart out!

The all important **Evening Time Trial** Dates are listed further on as are the **Trophy Winners** list from the past season. I'm sure some of you didn't even realise you were on it and you will have the opportunity to collect your award(s) at the **Presentation** evening on the 19th January.

Bookings for this are required by no later than Thursday the 10th Jan at Subs Night.

So let's see a few more of the prizewinners attend as it will be less formal, cheaper and slicker than previous editions!

Recent new members include:-

Guy Aldworth - Acton lisajdalton@gmail.com

David Carver - Stowmarket

davidcarver1@hotmail.co.uk

William Dickson - Stowmarket - a junior

William_Dickson8@hotmail.com

Tom Egger - Halstead

tomegger2001@yahoo.co.uk

New address for Peter Faulks peter@devcot.net

Diary Dates.....

UPCOMING AUDAX RIDES

Saturday 19 January: Norwich: 100k ride.

Sunday 10 February: Bedford: 200k ride.

UPCOMING TIME TRIAL

10th February - Ely Hardriders 25 mile Ely & District CC. A good season opener around the Fens on an *interesting* course!

CCS SUBS NIGHT

10th January 7.30pm

The traditional start to a new cycling year! Pay your subs, drink tea, chat, eat cake.. Stevenson Centre, off Broom Street, Great Cornard.

Some subs increased this year – cheques or exact money preferred, if possible;

Juvenile under 16, £5 as before

Junior, 16 -18, £8 as before

Senior member (19-65), £18, was £15

Senior member, (65 and over), £12, was £10

2nd claim member, £12, was £10

Family membership, was £18, now £24

Social member, £4 as before

Also an opportunity to collect your glossy new **2013 Handbook** and your **free** CCS drinks bottle, if you haven't got one already.

WattBike Evenings

Thursdays on: - 17th JAN, 21st FEB & 21st MAR; 7.00-9.30. If you didn't get to the first one, give it a try and start the new season's training here.

Only £2 for the evening. At The Stevenson Centre, off Broom St, Gt. Cornard, CO10 0WD

A WattBike evening; mini-races, time-trials etc – or just measure your output!

All welcome – no cycling experience necessary.

The WattBike is an interactive exercise bike that records a rider's performance, including speed, distance, cadence and power output.

The bikes will be connected to a big



screen to host a fun evening of virtual racing. All you need to bring are refreshments and your enthusiasm. For further information contact David Fenn. Email; dr.fenn@tiscali.co.uk

ANNUAL PRIZEGIVING AND BUFFET SUPPER

Saturday, 19th January; 7.00 for 7.30.

A new venue this year: The Granary, near the Quay Theatre, Sudbury. Details and booking form in the December Spindle – bookings required as soon as possible. *David Miller*

CCS RELIABILITY RIDE

Sunday, 27th January

From the Stevenson Centre, off Broom Street, Gt Cornard. Sign on, on the day.

See further on for full details.

WINTER WARMER RIDES

There are occasional Winter Warmer Saturday morning rides from Bildeston, of about 25 miles, with a cafe stop – all starting at 9.30am from Bildeston Market Square. Everyone welcome – just turn up. The next ride will be on Saturday 5 January. Any queries contact Robin Weaver; e-mail robin@cycleclubsudbury.com, or phone 01449 741048.

SPORTIVE

Our neighbouring club from Boxford will be running the Boxford Tornado Cycling Sportive on the 14th April 2013. Entries limited and OPEN now! More information on

<http://www.boxfordbikeclub.co.uk/the-boxford-tornado-grand-cycl/>

DIEPPE RAID

For the last few years, CCS members have travelled to Dieppe to take part in the 'Dieppe Raid' rides, organised by the Cyclo-Club Dieppoise (see www.dieppetour.com).

The rides this year are on Sunday, 30 June; a number of different rides are available to suit all tastes, from 20 to 200k – there's even a walk.



In the past, most riders have travelled to Dieppe by car via Dover on the Saturday, returning on the Tuesday after riding the organised ride on the



Sunday, and a club ride on the Monday. Others have driven to Newhaven, parked there, and taken bikes and luggage over on the Transmanche ferry direct to Dieppe.

Some stay for a shorter time, and return on the Monday. We've stayed at the Hotel de la Plage, a well-run hotel at reasonable prices on the Dieppe seafront (see www.hotel-de-la-plage-dieppe.federal-hotel.com).

If you are interested in going, could you let me know (e-mail: pamandrobinw@gmail.com, phone 01449 741048) by 8th February. *Robin Weaver*

The Not the Boxing Day ride on the 27th December (Pity it wasn't on Boxing Day itself!) started out from Lavenham in truly appalling conditions with 8 members surprisingly turning out clad in monsoon gear. All rode to the 'event' and were well and truly soaked through before start. Suffice to say **we** (yes, unbelievably I was one of them) paddled/pedaled round the set course as quickly as possible and straight back to the pub to dry out with hot coffees and bowls of cheesy chips!



Wet CCS riders in their natural habitat

Ashton Dyson somehow won the guess the distance ridden and again I had to contend with runner up spot. To all of you who didn't make the effort to join us, I would say in all honesty, you made the right decision, it was grim!

Why CC Sudbury members don't ride Cyclo Cross

by Nick Webber

In 3 seasons of Cyclo Cross racing I have yet to see a CC Sudbury member participating. After reading this you may well understand why but, on the other hand, it may just inspire one or two riders to have a crack at racing in the mud.....

I'm standing still and attempting to breathe slowly and deeply but my heart is already hammering into my ribs at over 2 beats a second. Swinging my leg over my bike I shuffle around on the



saddle in order to achieve an agreeable position; my right pedal raised with my foot clipped in and the toes of my left foot resting on the ground supporting me. Mentally, I am attempting to remain as calm as possible but being fully alert to the exertion that my body will soon undergo. After the familiar preamble ("no swearing, gouging or punching below the belt – or something like that) the commissaire announces that he will blow that whistle any time in the next 30 seconds. Any time? How can I best prepare for the excruciating burst of effort to come when I don't know exactly when it will begin? As the anxiety and nervous tension rises it is almost impossible to calm my wayward breath. The crowd (of family, friends, club members and supporters) has become eerily quiet and my ears strain to hear the first sharp note of the whistle. And then the air is alive! The start has been signalled and the 4th round of the Eastern Region Cyclo-Cross League is off and running. The anxiety is forgotten as my mind and body now move into a familiar routine; press down forcefully with my right leg, clip in the left foot (hoping that instinct and muscle memory place it in exactly the right spot) and then get out of the saddle to accelerate my 84 kilo mass forward as quickly as possible. Then back in the saddle, shift up a gear or two and churn away with all the power I can muster.

80 riders break away from the start grid to ride elbow to elbow, shoulder to shoulder towards a narrow track on a muddy hill some 120m away.

I seem to have forgotten to breathe in those first few seconds but my lungs now begin to heave in an



almighty effort to get more oxygen into my system to provide energy for the muscles that have suddenly fired into life. I'm now travelling quickly on a bumpy surface, only inches away from riders all around me. This is one of the most hazardous parts of a cross race; everyone is out to start quickly and to get onto the narrower parts of the course as close to the front of the race as possible – and there is just not room for us all to be where we would like to be.

I'm generally a slow starter and, despite beginning on the front row of the grid, soon find myself behind at least 10 other riders. However, once I get going I have a lot of inertia. Being large and relatively heavy (for a cyclist) is occasionally advantageous in a cross race (*hey, where do I sign up_Ed*) – usually for going downhill quickly – but right now I have chosen my line and nobody is going to force me off it. My elbow glances off

another rider's shoulder but there is no ill intent. Despite the fact that we are all in competition, where some riders employ 'tricks' to gain an advantage over others and body contact some times causes riders to come off, I have rarely experienced outright aggression in cross events. I have already pulled back one place as I drop down into the inner ring to negotiate the first short uphill section, remaining seated to ensure my rear wheel retains its grip and pulling hard on the bars so that my legs can push hard onto the pedals. With masses of adrenaline still coursing through my system the first big climb seems almost effortless – although my ragged breathing warns me that I'm racing flat out. A brief respite comes as the route drops downwards onto a slippery, muddy track into the trees. As my front wheel moves sideways I just manage to keep the bike upright and then once more I spin the pedals, bringing me to within a few inches of the rear tyre of the rider in front. Through the twists and undulations of the narrow, woodland track, I'm just about able to maintain the same pace and speed as the riders I can see in front of me but I know that the quicker, experienced guys at the front of the race will be several lengths ahead already.



At a low point in the course we ride through a quagmire of mud which grips the tyres and steals a lot of forward momentum. My bike squirms from side to side but I manage to get across to drier ground without putting my foot to the floor, crashing or hitting a tree.

As the course twists between trees and rises up and down I find I'm struggling to hold the wheel of the rider in front. Those light, powerful riders with super-quick reactions and an excess supply of fast-twitch fibres are at an advantage on muddy, technical courses like this. Taking risks on a longer, downhill stretch I flick back into the big ring and give it all I have to catch the group in front and brake as late as possible to skid around the next bend. So far so good.... a few more twisty bits follow, dropping down the gears to best handle the gradient and slower speed, and then we are faced with a huge sloping bank of mud and stones. The skilful riders have already pedalled up and over it but I can't risk stalling halfway up so I dismount and begin running in one (almost) seamless motion. The change from riding to running makes my heart pump even harder and I'm gasping for breath as I (clumsily) remount and attempt to chase down my peers.

My build and riding prowess are more suited to the flatter, grassy terrain on which I now find myself. Back into the big ring and out of the saddle I endure the pain in my thighs to sprint hard along the bumpy track and right into the next bend. Quickly I lower my centre of gravity as much as possible (which isn't that low with 6'3" to fold over the frame) trusting that my tyres will retain traction before getting out of the saddle once more to accelerate the bike as quickly as possible towards the riders in front. Holding onto as much speed as possible into the next bend I sense the tyres are at the limit of their grip as the rear wheel slips out several inches. Flicking my foot out of the pedal my leg stretches out to the apex of the bend as a precaution. I'm still upright. The effort of the last 30 seconds has brought me right up onto the wheel of one of the faster starters so I take the brief opportunity to recover. I follow his line through the next few curves as precisely as possible, as if we are tied together, and then, as we come onto the finishing straight for the first lap, I kick hard out of the saddle again and pull firmly on the bars. The force of my acceleration and the bumpy, uphill terrain sees my front wheel leave the ground several times but I retain just enough control to hold my line and to distance the rider I have passed. With heaving lungs and burning legs I am grateful to be able to ease off briefly as I reach the next muddy downhill section. With the 2nd lap under way just over seven minutes have passed. Physically and mentally it feels like much longer as I try to shut out thoughts of the painful efforts to come ...

An Oz Audax in the sunshine

By John Oakshott

With the weather at around 34C and forecast for Christmas day, two days later, at 39C, a 27C day looked right for a 200k audax ride in Perth. I took a break from my in-depth scientific study of Australian beach life (*hmmm...Ed*) and planned a DIY GPS ride to audax specification to complete with my son. I'd borrow his road bike; he wanted to give it a go on his Cervelo TT bike.

Audax Australia has a few calendar rides organised by Western Australia but the last 200 ride of the year was on 1st Dec, my son's wedding day - the reason why we're here and not really a goer.

There are some permanent routes, viewable on Bikely.com, but the rules in Oz are slightly



different to those in UK. Because there are no cafes or businesses in the outback at control points where a rider can get a receipt to prove the ride, DIY by GPS is usual and because of the ease of getting totally lost here, long-distance and off-road riders routinely use GPS. Audax WA also doesn't allow temporary membership for permanents, so the ride had to be done through validation in the UK to contribute to my RRTY Modifying one of the Bikely routes, I planned for a ride in the coastal plain, total climbing negligible and highest on the bridges over freeways and the Swan River in Perth. The sun is powerful – thin ozone layer – and the air is dry so hydration is a continual concern, but a bigger concern is that nothing marks junctions in the route. The route card would be of the order of: 'Kwinana cycle route south straight on for 64k, turn left at jarrah tree onto unnamed road, straight on for 36k'. I planned for 200k of this; we finished up taking waterside options and finished up riding 241k.



Perth is cycling-friendly. A network of cycle/foot paths, planned with rail and road, makes riding though the city a doddle, around 15 minutes to cross the city centre in any direction. My hopes for proper cycling provision in the UK are fading, but dual use paths isolated from the traffic do still bring some problems. I reckon that stress in driving arises in part from varying traffic speeds – some moving at 50 and others at 80mph on the same stretch of road. Something similar applies on dedicated dual use paths and I found I was concentrating hard on a 4foot wide path to avoid runners, dog walkers, sit-up-and-begs and hammer-down riders, particularly when passing meant moving into the on-coming stream. Helmets are compulsory here. The other issue is where walkers and riders move into traffic from the relatively safe dedicated path. They enter the traffic suddenly at a sharp angle, drivers are not expecting cycles to join them and it can generate steam all round.

There is a cycle route parallel to the Kwinana Freeway south out of the city for 90k, pot-hole free and smoothly surfaced – the tar doesn't melt at 40+C - all the way, with water taps along the route. Then we were out in the country: open wooded farmland with broom in flower at this time, some of the more than 700 species of Eucalyptus, grass trees, lizards, snakes, rustling in the undergrowth on all sides and shouts of

encouragement, I think, from the few yokels in mandatory worn out pick-ups. We turned up to Mandurah at the bottom end of Peel Inlet through estates of mansions. WA is incredibly wealthy from mining, and the rate of sterling exchange crippling; the equivalent of £30 for two club sandwiches and coffee about the average rate. Back up the coast with the Fremantle Doctor helping all the way, me to finish with the usual aches and pains, my son with no apparent wear and tear, ready for a 'recreational' ride this morning. What it is to be 33 years old and living here.

Cycling Safety

by Geoffrey Simms

In April I was approached by the Transport Research Laboratory (TRL) – on the strength of being an active cyclist, a road haulier by profession, as well as having been the Traffic Commissioner for the Eastern Traffic Area (a regulator) – to be the independent chairman of their Technical Advisory Group (TAG), contracted by Transport for London (TfL) to examine collisions between cyclists and construction industry vehicles: tippers, concrete-mixer, skip lorries, in London. In particular, instances where lorries are making a left turn. The TAG report (which contains new and relevant research to accurately establish a lorry driver's field of vision to the nearside and front of his vehicle) will be published shortly. TfL then asked if I would work directly with them to assist in achieving the aims of *The Mayor's Cycle Safety Action Plan* launched in March 2010. I tentatively agreed on the understanding that I could not be a party to any forum which began from a viewpoint that cyclists can do no wrong or, that lorry drivers are always wrong. To preserve my independence I made clear that any work undertaken would be have to be on a voluntary basis. I am still in discussion with TfL as to my specific role, during which I did produce Roger's Rant from the October 'Spindle' to make the point that responsible cyclists accepted the need to make themselves conspicuous to other road users, among other things. Balance, as well as independence, is essential when attempting to find solutions to what is an emotional and controversial subject.

More recently; in fact on the day of the AGM, I visited the Mechanical Engineering faculty at Cambridge University to meet Professor David Cebon who is doing some revolutionary work aiming to greatly reduce the risk of collisions between cyclists and lorries, especially those making a left turn at junctions and roundabouts. The project has been two years in the making,



Although the following info from BW has been included in previous editions, I have reproduced it here for the benefit of new members

WHAT IS A RELIABILITY TRIAL?

Some of you may never have ridden a reliability trial, and perhaps some that have need to be reminded that there are rules and regulations which you may not be aware of.

Reliability rides are **not** races, each entrant must ride over a specified distance within an agreed time.

Entrants can ride alone or in groups.

Groups should not at any time consist of more than 20 riders. The groups will be set off at five minute intervals.

All riders must ride in accordance with the Highway Code, not more than two abreast, and extend all reasonable courtesy to other road users.

Should the organiser receive a report against the good road conduct or the regulations, he can then take such action he thinks necessary, eg: disqualification, reporting the rider concerned to the appropriate club, or refusing entry to a future similar event.

The route is planned so it will necessitate all-round riding ability and not sheer speed.

Riders must ensure their cycles are in a sound mechanical condition, it is recommended that mudguards are fitted for the comfort of the rider and other riders. Please wear a safety helmet for our own safety, would advise you carry two spare inner tubes, puncture kit some tools, plus it is a good idea to have a mobile phone.

Riders should maintain a speed of not more than 18 mph. of the scheduled distance.

Before you sign on check to see which distance and time you think is best for you.

You will be given a map with directions, please read these before you leave the HQ.

Controllers will be given authority to ensure these regulations are enforced; failure to comply with these regulations may lead to the organiser and promoting club being charged with conduct prejudicial to the good order of the sport.

Note the above are extracts from British Cycling regulations for reliability rides.

Special note: best part is the included tea and cakes at the end of the ride. So come and ride on Sunday 27th. Jan. 2013.

Best wishes in cycling Brian W.

and probably needs another year's work to include field trials before its launch. Because this exciting project has, as yet, been run simply on a computer model, I have promised Prof. Cebon that I would not disclose the substance of his scheme at the present time. TfL were unaware of this project, causing me to introduce David Cebon to Peter Hendy, Transport Commissioner for London, and his directors. We are in the process of setting up a meeting between those parties. I will keep members of Cycle Club Sudbury informed of our progress. As an aside, members (especially those with links to schools and young peoples' groups) may find the cycling safety section of the Royal Society for the Prevention of Accidents (ROSPA) website an informative source.

Geoffrey Simms
17 December 2012

Since I received this article, Geoff has sent this further update.

Dear Roger,
I have been informed by TfL today that they will publish the TRL report around the middle of January. I have seen a copy which is under embargo. Consequently, I will communicate further from 17 Jan onwards.
Geoffrey

CYCLE CLUB SUDBURY RELIABILITY TRIAL SUNDAY 27th JANUARY 2013



*START AND FINISH AT STEVENSON CENTRE
(OFF BROOM STREET) GT. CORNARD
(Post code CO10 OWD)*

Sign on the line on the day

Sign on at 0845hrs for **48 miles in 3hrs.30mins.**

First group away at 09.00

Sign on at 0900hrs. for **48 miles in 2hrs.45mins.**

First group away at 09.15

Sign on at 0915hrs. for **27 miles in 2hrs.30mins.**

First group away at 09.30

Sign on at 0930hrs. for **27 miles in 1hr.45mins.**

First group away at 0940hrs.

£4 Entry fee, refreshments are included in this price

Enquires to Brian on 01787 379605

CCS Club Trophy Winners - 2012

Veterans B.A.R.	Gold	Rob Davies	6.37
(On Standard, 10, 25 & 50miles)	Silver	Damon Day	5.18
	Bronze	Simon Daw	4.07
B.A.R. (25, 50 & 100miles)		Simon Daw	24.23mph
100 mile Open T.T. Cup		Simon Daw	4hrs 23m 17s
50 mile Open T.T. Cup		Rob Davies	1hr 52m 50s
25 mile Open T.T. Cup		Rob Davies	53mins 11secs
Ladies 25 mile Open T.T. Bowl		Barbara Law	1hr 17m 45s
Audax Trophy	Gold	Peter Faulks	5161 kms
	Silver	Dave Fenn	4791 kms
	Bronze	Steve Barnes	4690 kms
Hillclimb Champion - Senior	Gold	Darren Pratt	58.2secs
	Silver	Darren Rule	58.4secs
	Bronze	Jonathan Weatherley	1m03.6sec
Club 10 mile T.T. Champion	Gold	Simon Wright	22min13sec
	Silver	Mat Shotbolt	22min32sec
	Bronze	Simon Daw	23min09sec
Club 10 mile T.T. Junior Champ		Jack Davies	27min36sec
Club 10 mile T.T. Juvenile Champ		Tom Littlewood	26min58sec
Club 10 mile T.T. Ladies Champ.	Gold	Barbara Law	31min32sec
	Silver	Louisa McKnight	31min54sec
	Bronze	Kirsty White	35min 17sec
Club 10 mile T.T. Vets Champ.	Gold	Simon Wright	+4.41
(on Standard)	Silver	Brian Mann	+4.05
	Bronze	Simon Daw	+3.58
Club 10 mile T.T. Champion	Gold	Bob Bush	14.44
(on Handicap)	Silver	Tom Littlewood	15.29
	Bronze	Rob Harman	15.37
Club Evening Points Series	Gold	Darren Rule	966pts
	Silver	Charlie Pratt	880pts
	Bronze	Jonathan Weatherley	855pts
Club Evening Points Series B.A.R.	Gold	Mat Shotbolt	90.22
(All 4 courses)	Silver	Simon Daw	93.00
	Bronze	Jonathan Weatherley	94.04
Boxing Day Trophy		Ashton Dyson	
Clubman of the Year		?	
Rider of the Year		?	
Ladies Trophy		?	
Golden Spindle Nut Award		?	

We want the UK to be a place where it's easy and safe for people of all ages to cycle, whatever their ability, background or income.

We believe that cycling is more than just transport; it makes you feel good, gives you a sense of freedom and creates a better environment for everyone'.

Benefits for CCS;

- Organisers Liability Insurance to cover event organisers against third party insurance claims.
- Listing of Club events, including audax rides organised by CCS, on the CTC Events list.
- 3rd party insurance for guest riders on CCS rides such as Club runs, etc (max of 5 guests a ride, and max of 5 rides per guest).

Benefits for CCS members; personal affiliated membership of CTC available for £16 a year. This gives:-

- Third party insurance cover up to £10 million (it doesn't cover your bike!)
- Access to CTC discounts, including 12% discount at the Wiggle CTC Shop.
- A weekly CTC e-newsletter.

If you want to take advantage of the CTC personal affiliated membership, this can only be done in conjunction with your CCS subscription renewal in January. If your CCS sub is not paid during January, your next opportunity to take out CTC affiliated membership will be in Jan 2014!

I'll e-mail a membership application form to all before Subs Night, which is 7.30pm, The 10th January, at the Stevenson Centre, off Broom Street, Great Cornard. Forms will also be available on the night. As we're updating our membership database, you'll all need to fill out a new form this year. It would be helpful if you filled this in before hand, and had the correct payment ready.



CYCLISTS' TOURING CLUB

By Robin Weaver

Your CCS committee recently decided that the Club would become affiliated to the Cyclists' Touring Club (CTC).

This is an organisation which says;
'We work to protect and promote cycling to create a healthier, cleaner world, now and for the future.'

CCS 2013 THURSDAY EVENING TIME TRIAL SERIES SCHEDULE

Date	Course	Start Time
April 18th	Lavenham 10	18:45
April 25th	Brent Eleigh	18:45
May 2nd	Acton Circuit	18:45
May 9th	Hitcham Hilly	19:00
May 16th	Lavenham 10	19:00
May 23rd	Brent Eleigh	19:00
May 30th	Lavenham 10 – Interclub with Colchester Rovers	19:00
June 6th	Acton Circuit	19:30
June 13th	Hitcham Hilly	19:30
June 20th	Lavenham 10 – Interclub with West Suffolk Whlrs & Haverhill Whlrs	19:00
June 27th	Lavenham 10	19:30
July 4th	Brent Eleigh	19:30
July 11th	Acton Circuit	19:30
July 18th	Hitcham Hilly	19:30
July 25th	Lavenham 10 – Club Championship	19:30
August 1st	Brent Eleigh	19:30
August 8th	Hitcham Hilly	19:00
August 15th	Acton Circuit	19:00
August 22nd	Lavenham 10	18:45
August 29th	Brent Eleigh	18:45

OTHER CCS 2013 EVENTS

Date	Course	Start Time	Organiser
January 27th	Reliability Ride from Great Cornard. 27 or 48 miles	9.20	Brian Webber
March 3rd	Mad March Hilly Open Time Trial from Lavenham. 22 miles	8.00	Jonathan Weatherley
April 28th	Audax rides from Woodham Mortimer	8.00	Ed Nevard
May 25th	Audax rides from Long Melford	8.00	Peter Whiteley
July 20th	Audax rides from Bildeston	8.30	Robin Weaver
Sept 15th	Inter club Speed Judging, at Hawkedon.	10.30	Haverhill
October 14th	Inter club Hillclimb with WSW and Haverhill at Dalham.	11.00	WSW
November 3rd	Open Hill Climb inc EDCA Championship, from Semer	11.00	Jon Weatherley

2014 EVENT

Date	Course	Start Time	Organiser
January 26th	Reliability Ride From Great Cornard. 27 or 48 miles	9.20	David Fenn



And Finally - The Ultimate Working Bicycle....a Bricanchi?

And just check out the angle of the front forks!!!

** I hope you all have a good New Year and keep to your resolutions. Mine are: - 'Eat less, Bike more and get more Spindle articles from members'. Simple huh!*