



# Spindle – July 2012 – [cycleclubsudbury.com](http://cycleclubsudbury.com)

**T**he busy cycling season is now in full flow. No sooner do we finish one CCS organised Audax event, when another comes along. Six individual Audaxes will have been completed this year after this weekend's events from Bildeston. We also turned out to help on a National 400km audax recently.

The press report is reproduced below.....

*On a very windy Saturday last weekend 75 riders cycled through Long Melford, on their way to completing a 250 mile long distance ride around East Anglia.*

*The National 400k ride was organised by Audax UK, the long-distance cycling organisation, and started from near Norwich at 9am Saturday, travelling in a zigzag fashion around East Anglia to Dunwich, Thornham, Icklingham, Long Melford, Burnham Market, and Salthouse, before returning to Norwich, with riders scheduled to finish early Sunday morning.*

*CCS turned out in force to man a control point for the ride at Long Melford Village Hall, to provide the riders with food, drink, and a brief respite from the strong southerly winds, with wind speeds of 25mph, gusting to 38mph, recorded locally.*

*CCS member Steve Barnes, from Wickham St Paul, was the Club's sole representative among the riders, many of whom had travelled from distant corners of the UK to*



*take part in the event, which has not featured in the AudaxUK ride calendar for a number of years.*

Our intrepid Dieppe Raiders should have returned from last weekend's foray around Northern France and I look forward to receiving the obligatory write-up....please!

Which neatly brings me to my monthly plea. I have nothing to put in for next month's edition and badly need some articles. Help!

The Tour de France comes round again this weekend. I know that quite a lot of club members are taking advantage of the close proximity of the stages in northern France, to pop over the Channel and wave the flag for Wiggo and his Sky troops. And before you can say Yellow Jersey, we have the Olympics on our doorstep to follow. I know even more CCS members intend to watch the cycling road race from their camping enclave around Box Hill which Viv Marsh has expertly organised. Look out for their orange CCS shirts on the 'tele. I still haven't found anyone who was lucky enough to get tickets for the track cycling. If you were 'that' lucky person, let me know and I'll twist your arm for a report for Spindle.

The weather continues to disrupt our time trialers (after I stupidly welcomed the 'summer' in the last issue) and numbers for the Evening series have suffered. But as yet, we have had dry runs for all of these events and would say that even if it's raining before you leave home, Lavenham has a habit of remaining dry. Only the two Interclub events have seen large fields of riders. It's nice to report that the latest one brought us yet another victory, this time over near neighbours West Suffolk Wheelers. More of this later on.

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*On a different note, it's sad to report the sudden passing of Geoff Morse's wife Helen recently. Geoff is our club president and has kindly written an account of their recent trip to Demark, which is included further on. The entire club offers their sympathies to Geoff, son Rob, and their family.*  
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## UP- COMING LOCAL AUDAX RIDES

- Friday 6 July: Gt Dunmow: 300k ride.
- Saturday 7 July: Oundle: 200, 150, 100k rides.
- Sunday 8 July: Garboldisham: 200, 100, 54k rides.
- Saturday 11 August: Bedford: 200k ride.
- Saturday 25 August: Mildenhall Cycle Rally: 300, 200, 100, 57k rides.

Further details and entry forms for all of these rides on the Audax UK website, at [www.aukweb.net](http://www.aukweb.net), under 'Calendar'. Entry open to all.

## RIDES AROUND LONDON

Sunday 30 September

Two distances, 60 miles starting in Windsor Great Park, or 115 miles starting at Herne Hill Velodrome, both finishing at Lee Valley Athletics Centre; optional return rider transport to the start available. The 115 mile ride includes Box Hill and the North Downs, and both rides take in the Chilterns. Food and chip timing etc, included  
 Details at [www.accesssport.co.uk/ride-Around-London](http://www.accesssport.co.uk/ride-Around-London)

My foreign correspondents brother, Kurt di Grassi, has sent a pic of his latest bikemower with motorised power. Now this could catch on! Not sure about the strength of the front forks though.



### Back in Time - Chapter 4.

*Continuing Brian Webbers potted history of CCS.*  
 Late in 1980 Harold took his son Kevin and Viv Marsh to race at the Eastway track, both were 14years old at the time, this was the first of their many trips to Eastway over the next four years, the photo was taken in 1980 and shows young Viv wearing the first CCS racing jersey, the following year I went up twice to Eastway with four young lads and Peter Broomfield took four lads up there on two occasions, but unlike Kevin and Viv these lads we not really interested in this side of the sport, so that fell by the wayside which was a shame.



In the meantime Len had taken over running the Reliability trial which was on the last Sunday in January, and it still is today, 30 odd years on. In those days it started in Great Cornard, through Sudbury town (no bypass in those days) then onto Long Melford then through Cavendish, Clare, Stoke by Clare onto Baythorne End where you turned left and went onto Sible Hedingham then to High Garrett where a left turn took you to Halstead at Halstead church you took a right which took you onto Wakes Colne you then took the road left which took you Bures then back to the HQ in Great Cornard. Our group consisted of Tony & Jeff Hall,

Bill Carrigan, Jack Sealey, my wife Pat & our two sons Richard & Andrew and myself, as this was our first reliability ride we decided to do the slow time. Now all was going very well and we reached Baythorne End in good time, turned left and headed towards Sible Hedingham then as we approached Colne Valley Tony mentioned that they were restoring a old steam engine plus they were going to open a dining car to serve teas etc., that done it, at the mention of tea, Bill suggested we should have a tea stop, so we pulled off the road and went to make enquiries, naturally at that time of year and that time of day they were not open for business, but Bill with his old Scottish charm persuaded them to make us some tea & coffee, as we sat in the railway carriage we could see other riders going passed on the road, at last we got back on the road and tried to make up time, needless to say we failed. When we go back to the HQ Len was standing outside "where have you lot been did you get lost? I was going to send someone out to look for you", "we stopped for a short break" I said " well the riders who started after you did not see you", "We were behind a hedge when they went by" replied Bill, ( he omitted to say we were behind a hedge sitting in a railway carriage drinking tea) needless to say we did not get a certificate, well Len over 30 years on you now know the truth,(sorry Bill I blame you). Since then we have rode many reliability rides with West Suffolk Wheelers, Colchester Rovers, Wolsey Road and others but I can say that we never ever stopped for a tea break on any of them. Stories on these to follow at a later date. *To be continued.....BW*

### Time Trial Round-Ups Opens.....

With our TT boys still looking for the perfect day, this month has seen gusty winds and rain to thwart their aspirations. Coupled with punctures and 'on course' abandonments, it has brought meagre rewards for their efforts. The only bright spot was Simon Daw and Jonathan Weatherley coming home fastest in their 2-Up event on the E1/10 course recently to win by 10secs on a windswept course and they now lead the series and 'should' barring the unforeseen, tie up an overall series win. Simon picked up a 7<sup>th</sup> place in the Plomesgate 25, with Jonathan puncturing but finishing for 18<sup>th</sup> place and James puncturing and not finishing. Rob, Damon and James rode the midweek Breckland 10 but their times didn't bother the club 3-man record. They also had hopes of the same record on the E2/10, but despite James and Damon putting in promising rides, an 'on course' accident curtailed their efforts and they were unable to finish. Poor Rob, Terry and Len never even got to start. Len then rode the Shaftesbury 25 on the same course later during the month and encountered wind

conditions of biblical proportions. He took 48mins on the out leg and only 27mins back on the return leg! The winner averaged 35mph on his return leg!! James' first 50 this season on the Bungay course was washed out by heavy rain. The Chelmer 25 saw Simon home in 7<sup>th</sup> place and Jonathan getting a PB of 01.02.42. I'm sure it won't be long before he ducks under the golden hour time. Damon recorded an excellent 57.56 early in the month on the E2/25 but as always with VTTA, his finishing position still hasn't been published.

### Evening Series.....

For this month's first Evening Series TT on the Acton circuit, a paltry field of just 9 assembled on a dry night when the organisers, timekeepers, marshals etc outnumbered the riders taking part, which can't be right! James Rush was the only rider to record a sub 20 min ride for fastest time. The ever improving Darren Pratt took 2<sup>nd</sup> with young (how much longer can we call him that?) George Hoppit taking 3<sup>rd</sup>. Trevor Pillet had a very fine ride for 4<sup>th</sup> place and finally, Gentleman John Steed made his seasonal debut on the back of little, if any at all, training. Legend! The next week saw the fearsome Hitcham Hilly course produce the narrowest of victories for Simon Daw from Mat Shotbolt by just 3secs. Jonathan followed them home in 3<sup>rd</sup> spot. Mat seems to be repeating last year's pattern of coming good from a slow but steady early season start.



This was born out by his superb win in the Interclub clash with West Suffolk Wheelers the following week. We were slightly under strength for this encounter with a couple of disappointing 'no shows', but CCS TT boys **do** have strength in depth and together with Mat's 1<sup>st</sup> place, Simon Daw, Rob Davies, James and Damon ensured we gained enough points overall with a 1<sup>st</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 6<sup>th</sup> & 7<sup>th</sup> to beat our local rivals by 234 – 219 points.

Darren Rule in 9<sup>th</sup> place also ensured we took a point scoring place from our rivals. So a very good team effort. Well done boys.

Last Thursday's event on the Lavenham 10 again, saw 30 riders contending with blustery but very warm conditions. Mat couldn't repeat last week's performance as he had rode the night before in the Ipswich Crit Series and had to settle for 3<sup>rd</sup> fastest. With James 2<sup>nd</sup> and Simon taking the win, they were the only riders to dip into the 23's. Nick Webber, Jonathan and Rob were separated by only 7 secs to take the next 3 places. Nice to see Rob Harman back on the TT scene with a very respectable 25.48, tying for 9<sup>th</sup> place with young Alex!

## Interclub Points Results – Scoring Riders

### CCS

1 <sup>st</sup> Mat Shotbolt	50
3 <sup>rd</sup> Simon Daw	48
4 <sup>th</sup> R.Davies	47
6 <sup>th</sup> James Rush	45
7 <sup>th</sup> Damon Day	44

### WSW

2 <sup>nd</sup> Dale Sturman	49
5 <sup>th</sup> Alan Trolove	46
8 <sup>th</sup> Richard Farrow	43
10 <sup>th</sup> Chris Harley	41
11 <sup>th</sup> Ron Back	40

**Totals.....**234.....219

## Witham Westerley & Edmund's Kingdom

### Audaxes *By Viv Marsh*

#### April and May 2012

Despite cutting right down on the amount of time spent riding Audaxes this year, I was still keen to ride as many of the shorter CCS events as I could. First up was Ed Nevard's Witham Westerley on 29<sup>th</sup> April. I've only ever done the 200km Witham event before so was looking forward to an enjoyable amble round the 100km route.

Ed had had over 100 pre-entries for the three distances (100, 150 and 200km) and was well stocked up with cake, buns and bananas etc. When the day came however the skies were grey, the rain was falling and the forecast was bleak. Most of the pre-entries decided to stay in bed and a lot of those who did venture out either changed their minds before the start or withdrew after a very few miles. My mate Terry (new CCS member this year) however, was among a very small group (of one) who hadn't pre-entered but got up that morning and couldn't think of a better way to spend the wet and miserable day ahead than to get an on-the-day entry and ride with me! So off we set for Woodham Mortimer. We drove there and went through several floods, which should have told us something.

Arriving at the hall it was obvious that we were in the minority who still thought this was a good idea. Across all the three events only 35 starters had shown up. Only 9 of the 22 entries for the 200km set off. Apart from Jane, whose trike suffered two simultaneous punctures and she had to withdraw, all of the other 8 finished. There were 3 from CCS – Steve Barnes, John Oakshott and Dave Fenn. Only 14 of the 40 entries for the 150km started although they all finished. (Mark Gentry, Mac McDermott, Dave Miller and Nick Reed all benefitted from better sense.)

Our (short) 100km event scared off all but 10 of the 45 entries (not counting Terry). That's 22%! An amazingly low turnout. Terry thought he had an ace up his sleeve when he smirked that he had forgotten his shoes. But with all these non-starters around though, it didn't take me long to track him down a pair – kindly loaned by Dave Millar. Terry looked so pleased!

So 11 of us finally set off. Almost immediately 5 turned back. Down to 6 we rode north through Wickham Bishops, Gt Braxted, towards Tiptree and several floods but at least it wasn't raining. Then it

started to rain. Then Terry got a puncture. The good thing about puncturing in these conditions however is that it's easy to find the leak as you could see the bubbles coming up from the submerged tyre! The bad thing about it is your hands get filthy changing the tube. Luckily it was Terry's – so I held the pump. Where's Brian when you need him?

There was only one rider ahead – a lady who was riding alone but fast, who we never saw again. Whilst we fixed the flat the rest of the field passed us – all 3 of them! One chap, riding on his own and a pair from Colchester Rovers who stopped to offer us support. Then it started to rain harder. Undeterred we pressed on until the rain eased off a bit so Peter (Faulks) could take photos of us splashing about, without getting his lens wet. We soon passed the other 3 again which was to be a recurring theme of the ride.

This northern stretch was largely into a strong head wind, so was a bit of a slog and we were glad to arrive at the info control at Layer (dangerously near our warm homes) to find VCR's Bernard marshalling their "Ken Wright Memorial Road Race". We stopped to chat and to cheer on the local riders but soon felt the cold creeping in so pressed on towards the only manned control of the ride. The rain eased up and we turned to be largely with the wind. The warmth and hospitality of the Stisted tea rooms loomed in our minds and drove us onwards. The twisty Cuthedge Lane, south of Coggeshall was amusing as we banged along it – apart from the sections that were into the wind, where we were barely moving at all. We spent a good five minutes waiting for a gap in the traffic to cross the A120 at Bradwell. The good people of Colchester were obviously heading, en-masse, for some retail therapy at Freeport!

Peter was waiting to snap us again at a very deep and fast moving flood at appropriately named Water Lane, just before Stisted. The water was so deep and fast it was unclear how best to get across – if at all. We climbed up onto the footpath beside the ford but the path ended before the water did and disappeared below the rushing water. Peter yelled advice and we managed to get through by riding blindly, straight into the torrent.

Specialities Tea Room at Stisted is always a nice place to find yourself whilst on any ride but today it was even better than usual. Sean and Carole know exactly what is needed. The chairs were covered with polythene so we stripped off some wet layers and hung them up to drip dry(ish) around the room. We could relax without feeling embarrassed about our dampness. Sean will always advise exactly how many miles each item on the menu is worth to a cyclist. We filled up on cheese-on-toast, cake and tea.

Reluctantly though we had to leave as we had been first to arrive and last to leave. It's always nice putting back on cold wet clothes. Especially gloves!

It had rained so much my cycle computer was playing up so we were a little in the dark with distances. But mostly the route was familiar to me so we had no difficulty. The second info control near Shalford Green is a tricky one to find but luckily it has been used before so I knew where it was without having to stop and search for it. It had finally stopped raining now but there were plenty more floods still to traverse. I always think Terling is one of the nicer villages in Essex so it's always a pleasure to go though it – even when it's largely under water. We passed a third of the remaining field (one rider) who had stopped to contemplate a large flood. We waited for a car to come through and for the waves to die down before pressing through ourselves. I had chosen to ride a fixed as it has many advantages in these conditions. One of which is you can un-clip your feet and push the pedals over the TDC when they emerge from the water so keeping your feet dry. Terry wasn't able to share this pleasure and just cycled through. As we approached Hatfield Peverel more than one car slowed to warn us about the forthcoming floods under the railway bridge. The last driver was adamant there was no way through the flood and we should turn back. We were now soaked through and only a few miles from the HQ so were reluctant to add any extra miles to our day so we thanked them – and ignored them. Upon arriving at the bridge though it was clear they were not exaggerating.

The water was at least 18 inches deep but at least was not flowing this time. We watched as a Land Rover inched through and I pondered what we should do. Turn back? Ask the Landy driver to ferry us across? Shiny up the bank and leg it across the railway line? Cry? Laugh?



I think Terry felt we'd been out playing long enough now and he'd already decided what he was going to do. Before waiting for my considered opinion he launched himself and his bike straight into the middle and pedaled for all he was worth. I laughed out loud at his bold approach and because he so nearly didn't make it against the water resistance. Left with little choice I plunged in after him – the fixed wheel hindering rather than helping this time, as it was necessary to keep pedaling all the way or else I'd have fallen off. The water was up to my knees and it was very hard just to keep moving. We were as wet as it is possible to be but had big smiles on our faces as we approached Little Baddow North Hill for the grand finale. Terry forbade me from talking about it as he remembered

us cycling up it three times with Andrew (Hoppit) when training for Ventoux a couple of years back. He 'humphed' that he was only going to climb it once today. I agreed but started to question the wisdom of riding fixed now after all! But after the obligatory long slog we made it and then it was all downhill back to the HQ where there was enough cake for over 100 hungry riders waiting for us. Not the most conventional Audax ride but I have to say it was one of the most fun I've had. Maximum Smiles per Mile! Thanks to Ed and everyone else involved for organising everything and letting it go ahead against the odds.

Peter's Whiteley's Edmund's Kingdom ride a few weeks later was a lot more pleasant in the weather stakes. This saw huge fields taking advantage of the unusually hot weather where the withdrawals were mainly because of the heat rather than the wet. Peter has already submitted a report on this so suffice for me to say it was a glorious day. Terry remarked that this was the first Audax he'd done that wasn't in extreme adverse weather conditions although this time he'd forgotten his sunscreen!

We headed out on what was a very pleasant route, initially in a group of three with Alan Russell until we merged into a group of about a dozen at about 40km. After a slight confusion due to my wrongly interpreting the route sheet I turned back to check the second info control, as I wasn't sure we'd got it right. I was otherwise having a good day and was confident I'd re-join the group a few miles on. Annoyingly I was right that we'd noted down the wrong info but the correct info was the same answer as the others had already accepted. So I'd done about 5km extra for nothing. D'oh!

The next section was into a stiff headwind and on my own I struggled on. Eventually we turned south again and a few of us re-grouped at John's (Oakshott) control. But most of the group I was in had already gone on so I wolfed down a banana and set off after them. I never did catch them up again but dragged another rider home who was grateful for the tow, to finish in exactly 4 hours. I'd done 110km and had it not have been for me turning back could have been my fastest 100km Audax – but I was 5 minutes outside. Thanks again to everyone involved. CC Sudbury now has a very good reputation for organising excellent Audaxes and I'm looking forward to the next one in Bildeston on 30<sup>th</sup> June if I don't manage to get myself on the Dunwich Dynamo again this year!



Viv Marsh

## ***They do things differently over there!***

***By Geoff Morse***

Ten o'clock Sunday morning, bright and sunny, and we were just leaving the campsite to turn right, onto the cycle path to go the 15 kilometres to Skagen, the northernmost tip of Denmark.

Around the corner came about 12 cyclists, all in coordinated club clothing who headed straight for the small shop/cafeteria which told everyone passing on the road that they sold hot coffee/tea and cold drinks. They quickly dismounted and headed straight for the cooler and then presented themselves at the till with three bottles of beer in their hand. As we left the contents of the first one were rapidly disappearing. On the track itself, which headed generally over heath land we met groups of friends and families, on a variety of machines from the traditional 'sit up and beg' bikes in common use there, to modern racing bikes and hybrids, most of whom acknowledged us as we passed.

Our return trip along the same route saw much the same but with the noticeable difference..Every few hundred yards there were picnic tables and rest areas, all of them occupied. The greetings now were much jollier as many of those resting there appeared to be well lubricated, and cans were held out on offer and we were invited to join in. Perhaps the club should change its philosophy? 'But how do people get to work?' I was asked. I was in a large cycle warehouse which boasted of always stocking 3,000 bikes. I had said that there were few cycle paths in the UK, and that one had to mingle with the motorised traffic, that there were relatively few people who used bikes on a regular basis as basic transport, and that cars predominated. A few days earlier we were going into Aarhus when we saw a sign clocking up the day's traffic: at 10 a.m. the count stood at 656. How long does it take for the average UK cyclist to get used to foreign driving habits? It took several days before we could confidently ride on a cycle path and not be a little tentative when we saw a car approaching on a side road. This despite the fact that 'Give Way' markings were clearly laid out in our favour. Old habits etc..

In the cities you notice most cyclists do give fairly clear hand signals for turns and stopping. When you see the penalties for not conforming to the law, start at about £80, you realise there is an incentive to do as one should.

Although a bit dubious about our ability to blend in, it has to be said that in both town and country it was a joy to spend four weeks on a bike in Denmark ...though perhaps the fact that the sun shone almost every day was a great part of the enjoyment.



## ***C.C.S. Riders - Open T.T. Results - June 2012***

June 9th	VTTA - Newmarket	E2/25	D.Day	25	57.56	
June 9th	VTTA - Newmarket	E2/25	L.Finch	25	01.14.54	
June 9th	Plomesgate CC - Tunstall	B25/2R	S.Daw	25	01.01.34	6th (3rd Vet)
June 9th	Plomesgate CC - Tunstall	B25/2R	J.Weatherley	25	01.05.44	18th (Punct)
June 9th	Plomesgate CC - Tunstall	B25/2R	J.Rush	25	DNF	Puncture
June 10th	Ely & District CC - Ely	B10/1R	B.Law	10	32.01	45th
June 10th	Ely & District CC - Ely	B10/1R	T.Law	10	33.2	46th
June 14th	East Anglian CC - Attleborough	B10/3	R.Davies	10	22.45	15th
June 14th	East Anglian CC - Attleborough	B10/3	D.Day	10	23.02	20th
June 16th	Shaftesbury CC - Newmarket	E2/25	L.Finch	25	01.15.38	56th
June 17th	Chelmer CC - Chelmsford	E9/25	S.Daw	25	59.31	7th
June 17th	Chelmer CC - Chelmsford	E9/26	D.Day	25	01.01.46	19th
June 17th	Chelmer CC - Chelmsford	E9/27	J.Weatherley	25	01.02.42	21st PB
June 20th	CC Breckland - Attleborough	B10/3	R.Davies	10	22.15	
June 20th	CC Breckland - Attleborough	B10/3	J.Rush	10	22.33	
June 20th	CC Breckland - Attleborough	B10/3	D.Day	10	22.53	
June 23rd	Victoria CC - 2-Up - Ugley	E1/10	S.Daw-J.Weatherley	10.2	24.10	1st
June 23rd	Victoria CC - Solo's - Ugley	E1/10	T.Law	10.2	33.37	47th (1 <sup>st</sup> Age group)
June 23rd	Victoria CC - Solo's - Ugley	E1/10	B.Law	10.2	34.03	48 <sup>th</sup>
June 23rd	Victoria CC - Solo's - Ugley	E1/10	B.Bush	10.2	38.18	49th
June 30th	VTTA - Newmarket	E2/25	D.Day	10	TBC	
June 30th	VTTA - Newmarket	E2/25	B.Law	10	TBC	

## ***CCS - Thursday Evening Points Series – 2012 – Week 11***

<b>Name</b>	<b>Lav 10 (Open10 course) Apr19</b>	<b>Acton Apr 26th</b>	<b>Lav 10 (Open 10 course) May 3rd</b>	<b>H.H. May10th</b>	<b>Lav 10 May17</b>	<b>B.E. May24th</b>	<b>Lav10 (Open10 course) May31st</b>	<b>Acton Jun7th</b>	<b>H.H. Jun14</b>	<b>Lav 10 (Open 10 course) Jun21st</b>	<b>Lav 10 (open10 course) Jn28th</b>	<b>POINTS After 11 Rounds</b>
*A.Anderson							30.03					
*R.Back										26.44		
*R.Balaam										28.21		
*J.Baker							25.44					
*K.Baker							25.54					
*M.Borg							30.41	25.11			29.00	96
G.Buckles	31.07	25.35			29.24	23.06	29.02			28.44	28.43	162
R.Bush		33.27							53.24	37.29	36.22	101
*S.Carson									37.35		26.26	125
*D.Cole											24.55	
*C.Cowen		29.47										10
D.Crisp	28.15	23.36		39.26		21.44	26.42		36.42	26.56	26.42	327
J.Davies		24.12										10
R.Davies	24.16	20.24	24.20		23.33	19.16	23.27			23.39	24.08	141
S.Daw					23.39		23.30		31.56	23.17	23.24	168
D.Day				33.11		19.35	23.47			24.17		89
*P.Dewberry							24.54					
J.Downs	28.42				27.57	21.37	27.55				27.40	313
A.Dyson						24.25	31.01					20
*R.Farrow										24.55		
A.Flynn				36.15	26.18	20.26	25.44				25.48	84



***IMPORTANT INFORMATION URGENTLY REQUIRED*****\*\*\*\*\*CLUB 10 MILE T.T. CHAMPIONSHIP, 7.30pm THURSDAY 26 JULY\*\*\*\*\***

Book this date now. If you want to ride, please complete this form and return it by Thursday 19 July at the LATEST to Stewart Kirk, Brian Webber or Robin Weaver on a Thursday evening, or post to Brian Webber at 28, Queensway, Great Cornard, Suffolk, CO10 0HQ.

ENTRY FORM FOR CYCLE CLUB SUDBURY  
CHAMPIONSHIP 10mile TT on 26<sup>th</sup> JULY 2012

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<b>NAME</b>	<b>AGE</b>	<b>DOB - If under 19 years old</b>	<b>Your fastest time on the Lavenham course for the 2011 season</b>	<b>Your fastest time on the Lavenham course for the 2012 season</b>