



Hopefully, this long period of great cycling weather will last all the way through the coming summer months. What chance is there of that happening I wonder? The only downside is the ever present wind that seems to have come along with it every day. Not such a problem with social/training rides, but it's been playing havoc out there on the Time Trial scene. Getting the perfect day to produce good times has been few and far between. The well used E2 'drag strip' on the A14/A11 has suffered more than most. On a recent 25mile Open TT, one of our riders recently managed a 32 1/2 minute out leg to the turn against the wind and a low 23 minute return leg with it. This gives a good indication of what difference a strong wind makes.

We have seen some very large entries for our Evening Points Series lately and I wonder if we are becoming a victim of our own success. Because of this, Brian, Alison and Linda are often struggling to get riders signed on, to produce a start list and to hand out race numbers, all before the allotted start time. They really could do with some help from all you riders, by signing on as soon as you arrive and not ambling in 5 minutes before the cut off time (which is 15mins before the start time). Anyone arriving after this time won't get a ride as quite a few riders have found out to their cost. It's no use throwing a wobbly and riding off in a huff (or whatever you're riding), the rules are there for a purpose! Please help them by arriving in good time.

This month's edition has a good mix of articles from our members. From a brush with the law to a brush with a badger, more helpful stuff on riding Audaxes, a bit about a 'break' in the sun and the results of our recent Interclub Competition with the mighty Colchester Rovers (and including the up to date list of points for the Evening Points Series)

Andrew Hoppit's recent 2 Audaxes proved to be very popular as he had to turn away entrants on the day for the 100km ride - his supply of spare Brevet cards were quickly snapped up! Most of these riders rode it anyway without the benefit of an official card to add to their collection. Although the 200km ride was blighted with 'no shows', 20 riders enjoyed their day out on the 'Raid Essex'. 56 bikers made their way around the 100km route, through some of our best Suffolk countryside and all were complimentary of the day's event, even though he routed them up

our own club hill climb course at Semer, which I thought was a little harsh of him!

Sorry to keep banging on about our next 2 early July Audaxes. Both events need more (a lot more!) entrants and we would appreciate your support. As some of our members found out on Andrew's recent Audaxes, entering on the day will not guarantee an official entry. Plus 'on the line' entries really are a lot of unwanted extra work for the organisers on the day. They are both very worthwhile rides and would ask for some early entries from you lot out there..... please!

Please note also on the 'flyer' below, the opportunity of rides for younger children...

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## BILDESTON COMMUNITYCYCLING

In Association with

Cycle Club Sudbury

# BILDESTON CYCLING FESTIVAL

**SATURDAY 2 JULY, FROM THE  
SPORTSFIELD**

**8.30am:** 160k Castles, Coast and  
Cornfields audax ride

**9.30am:** 100k Bildeston Lane's audax ride

**1.15pm:** 25 mile Bildeston Challenge ride.  
Quiet lanes, and a cafe stop.

**2.30pm:** Bildeston Family Challenge Rides.  
5 or 11 mile routes. Quiet roads after you  
leave the village

**3.00pm:** Sportsfield ride for younger  
children if weather is dry (on grass)

Audax rides are in conjunction with AudaxUK; see  
[www.aukweb.net/events](http://www.aukweb.net/events) for details and how to enter.

All other rides: just turn up and register.

£4 charity entry for 25 mile ride, others free.

No unaccompanied children under 16 years old.

Helmets compulsory for all children.

For further information, contact:

Robin Weaver; 01449 741048;

[robinandpam@tiscali.co.uk](mailto:robinandpam@tiscali.co.uk)

## More Hints & Tips on the Noble Art of Audax – by Brian Mann



One day you'll treat yourself to a new high pressure pump. If it comes with instructions – read them! Mine came with an adjustable end for Presta or Schrader valves. To change from one to the other involved unscrewing the end, turning round the fitting, then refitting the end – easy enough on the kitchen table with the instructions to hand, not so easy on a grass verge

where I discovered that unscrewing the end loosened the clamp that secures the pump to your valve which means the pin the clamp swivels on comes loose and drops into the grass – talk about needle in a haystack. I reckon I lost ½ an hour searching for that pin, no joke on a searingly hot July day in Kent four hours from the finish, which brings me to another point. Passing riders, seeing you stopped, will all check that you are okay. Don't be too proud to ask for or accept help. While I was searching for that pin everyone went past and I assured them I was alright, as indeed I was when I found the pin, put the pump back together and completed mending my puncture. If I hadn't found the pin I would have been stuck miles from anywhere and, as I was by now last on the road, with no hope of help from fellow riders.

Even new chains break! Buy yourself a good quality tool to repair a broken chain and teach yourself how to use it. Practice splitting and rejoining your chain and make sure your chain tool has the means to loosen a stiff link. If you are riding a geared bike one of those fancy connecting links that join a chain without a tool can be a Godsend. Make sure you carry one that fits your size of chain, but you'll still need a tool to remove the broken link. If you are riding fixed, a short length of chain will get you out of trouble – you have no alternative but to replace the right number of links in the event of breakage. Geared riders have the option of shortening their chain and losing a couple of gears as a “get you home” measure.

What to carry on an Audax. I often marvel at fellow riders who seem to prepare for an Audax

with lashings of faith and little else – faith in their fellow riders helping when they hit mechanical trouble. Sometimes that help is grudgingly given when the helper discovers the lack of preparedness displayed by his fellow rider. It's easy to commiserate with the rider who has used three inner tubes already and has to resort to repairing his punctured tubes in order to continue the ride. Much harder to pity the rider who carries no spares!

So here is a list of what I cart round with me – I work on the premise (often misplaced) that if I've got it, I won't need it.

\* 2 or 3 inner tubes (I have had 4 punctures on one Norfolk 200 after overnight rain which washed sharp flints into the roads – one rider had seven!)

\*3 strong tyre levers – I use folding tyres in the summer which can be removed and replaced without levers but levers save my fingers and anyway, I need them for my winter tyres.

*(A tip I found in a recent mag, was to use the quick release wheel skewer 'levers' as tyre levers if you have left your proper levers at home! – Ed)*

\*1 chain link remover – used 3 times in 5 years – once to help a fellow rider whose brand new chain snapped after only 20 miles while he was straining up a hill in Rutland, I'll never forget him, he had a peculiar high pitched voice.

\*1 spoke key – got me to the end of a 300 with a broken spoke and buckled wheel. I was able to loosen the spokes either side of the broken one which was enough to stop the brake rubbing.

\*1 puncture repair outfit – which also holds a thin Allen key which I use for removing stubborn flints.

\*1 spare folding tyre – well worn but twice used to replace a badly cut tyre. I carried it for 3 years before I needed it but in the end I was glad I had it.

\*A few elastic bands – came in handy for Viv when his mudguard tried to annoy him by attempting to break away and spent many miles rubbing on his tyre. 2 elastic bands later, problem solved.

\*A dry pair of socks in a poly bag. Welcome relief on a cold wet day.

\*A small biro as part of my puncture repair kit. I like to use old fashioned patches on my tubes, stuck on with glue – no new fangled glue less patches for me, I don't trust them.

So, why the biro? Let's imagine I'm having a bad day and have used all my spare tubes when the puncture fairy strikes again. Time to get out the trusty repair outfit. First I locate the puncture which usually involves pumping up a tube and listening for where the air is escaping. Sometimes the hole is so small it is difficult to locate by eye but holding the tube to my cheek enables me to feel the air escaping. I use the tip of my tongue to pinpoint the spot with a drop of moisture then I mark a cross on the hole with my biro and a circle around the cross, twice as large as the patch. Why twice as large? Because the tube which is blown up will be much smaller when the air is let out to mend the puncture. Then I roughen the area inside the circle with emery cloth – wipe it clean – apply the glue – hook the tube glue side up on the pedal of my upturned bike and busy myself clearing everything up, except of course the patch.

The time spent clearing up allows the glue to dry – never put a patch on wet glue – then apply the patch, blow as much air as possible into the tube by mouth, do up the valve, fit the tube, fit the tyre, undo the valve, pump up the tyre, refit the wheel, spin the wheel checking the tyre is correctly seated, replace pump, turn bike up the correct way and away we go – easy wasn't it?

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## **Shock horror, CCS committee member reprimanded by police**

*By Nick(ed) Reed*



On a recent Wednesday, as I was proceeding on my bicycle in an Easterly direction I found myself at odds with the local constabulary. I had left Belchamp Otten with fellow cyclist Trevor Hale on our way to meet the rest of the 'mature' Wednesday group at a house in Middleton. After an uneventful but pleasant ride through the delightful and scenic Essex lanes we crossed the border into Suffolk. That's where

the trouble began (apologies to those club members who don't know the area in detail but you'll get the idea). We had just passed the end of the road that leads down to the sewage works and small industrial estate at Brundon when a police Land Rover pulled out behind us. For a short while Trevor and I were riding next to each other but by the time we had passed the end of Sandy Lane leading to the tip Trevor had

sprinted ahead and crossed the lights. Before I got to the lights I was overtaken by the police Land Rover who then overshot the lights which had by now turned red (naughty, naughty!!).

I was waiting dutifully in the cyclist's refuge box for the lights to change. At this point our enthusiastic police car reversed back and stopped next to me on my nearside. He wound his window down and expecting a cheery 'morning sir' and a discerning remark about the colour and design of my club top and how pleased he was to see a responsible cyclist wearing a helmet and stopping at a red light I was shocked with his opening remarks "Was that your friend who has just gone ahead?" to which I replied in the affirmative. He continued "You was (sic) riding two abreast" I replied that yes we were but it's not against the Highway Code" Please see Section 66. To which he said "No but it's out of consideration for other road users" who at that time was only him!! When I pointed out that he had just overtaken me on a bend and approaching traffic lights he seemed strangely lost for words. Unlike me, however after a nanoseconds reflection I thought that discretion was the better part of valour and added "but I take your point". With that the lights changed and we went our separate ways. He no doubt was delighted with himself for "b\*\*\*\*\*g an upright member of the cycling community and I was speculating on where we were going to stop and what cake I was going to have.

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## **A Winter 'break' in the sun.**

*By Terry Law*



For a number of years now I have been going to Majorca in February or March for a couple of weeks on cycling 'training camps'. A rather grandiose name for what is basically a series of club runs in the warm with one or two 'cake stops'. I have always been on the Ciclos Uno camp at the end of February organised by Trevor Maddern.

Then I found out that Interbike was sending a group for 10 days at the beginning of the month. Well, why not go to both. Some poor soul has got to be stuck out there for a month haven't they?

### Part 1.

Friday February 4<sup>th</sup> saw Barbara take me to Stansted to meet the rest of the Interbike group. Barbara couldn't bear to be away from grandson James for a whole month so she decided to come

for the last two weeks only. The first people I saw were Nick Baker and wife Paula, but more of that later. Patrick Schils himself was not coming but wife Nicki, daughter Natalie and of course son Dominic, complete with new power meter on his training bike was there. Other old friends were David Triggs of Colchester Rovers and Ray Ricks of Interbike. In the main though they were mostly young fast boys. It was a short drive from Palma airport to the Hotel Hispanola at Arenal and after checking in the rest of the day was spent unpacking and assembling our bikes. A slight problem arose when I realised that I had left the chain neatly wrapped in a polythene bag on our kitchen floor! However a quick visit to the local bike shop rectified that. Being the eldest rider there by at least some 20 years I decided that it would be sensible to do my rides solo. Before I left for my ride on the first Saturday Nick asked me if I would mind if Paula rode with me as he would be riding with the fast group. Of course not, a bit of company would be very welcome. I decided that 25 to 40 miles a day with a few hills would suffice for the first week. We rode to the monastery at Randa twice which is approached up a 6k climb. First time up I suggested to Paula that she rode her own speed up the climb. Bad move – after she disappeared round the second or third hairpin I was really left for dead. Paula didn't use cleats or toe clips so not only was I beaten up the climb by a woman, but one wearing trainers! Oh dear, the tragedy of growing old. Paula was a lot younger than me and very athletic, that's my excuse anyway. The rest of the week went well with fine sunny weather.

#### Part 2.

On the second Sunday I left the Interbike boys at Arenal and transferred to Puerto Pollensa for the remainder of the month. The Ciclos Uno group were due to arrive on Saturday when the hotel opened so for six days I stayed at a B&B pension which was, how can I put it, very basic indeed. It was owned and run by Ian, an Englishman. The place was locked up when I got there but with a cryptic note on the door, *'Terry, ring the bell and Joe will let you in and show you where things are, Ian'*. Joe turned out to be an alcoholic Majorcan who did odd jobs at the pension. He was an ex chef and turned out to be a very nice bloke. After finding something to eat in town I went for a short ride before the rain started. Still raining next morning but I had arranged with Ian for him to drive me to Palma airport to meet Arnie, a friend of mine, who was staying with me until the gang arrived on Saturday. As the three of us got back to Pollensa the rain stopped, good. I had decided that after the first week in Arenal I would try to train to a loose plan, i.e. some longer rides, hilly rides, hard rides with recovery days from time to time, but I tried to do them nonstop, heresy to some I know.

On Tuesday Arnie and I rode up to LLuc, a climb of some 12 k.

After the first few kilometres Arnie did a 'Paula' on me and disappeared up the road. By the way he only weighs about 9 stone soaking wet! a natural climber. However he did the decent thing and waited for me at the summit cafe. While we were there 7 or 8 tandems came along each with a blind 'stoker', a humbling site and very inspirational to see. On Saturday morning Arnie and I moved down the road and booked into the Hotel Pollensa Park.

#### Part 3.

Many cyclists go to this hotel each year; it is really geared up for us with dedicated bike storage rooms complete with hooks and locks for the bikes. We always stay on a half board basis but with buffet meals it is so, so easy to overeat. Many riders return home heavier than they were when they got there. This year – don't overeat was my mantra. The Ciclos Uno gang arrived about 3pm. While Barbara was unpacking in our room I set about assembling her bike. Depending on numbers there are usually three riding groups each day, the fast group, vets and the touring group. Unfortunately they all want one or more cafe stops which didn't fall into my training scheme and so most days I did a solo ride. First week went well with reasonable weather. Barbara usually rode with the vets but sometimes with the touring group. I mostly did my own thing. Being a self proclaimed 'descender' par excellence, I was surprised while descending the hairpins from LLuc at speed to have a group of 15 – 20 pro team riders pass me as if I was stopped. Now that's really what you call descending. Muro is a small hilltop town some 20 miles from Pollensa with the best cake shop ever and I have to admit I find it very difficult to pass. On the second Monday I went with Barbara and the touring group, destination Muro. I just couldn't resist. On the way back the group was riding very slowly. Barbara was feeling cold and kept storming off ahead in spite of me telling her, we would be 'told off'. Then Norman punctured. And it started to rain. As Barbara was feeling so cold Trevor, group leader, suggested we two rode ahead back to the hotel. Then disaster. Going quite slowly round a bend my front wheel lost grip and I fell. When I tried to stand up, and couldn't, I realised I had broken something. Friends with a car took me to the private Hospital at Alcudia where they confirmed that I had broken my femur. Because of my long term medication they couldn't operate for some days. My insurance company realised that it would be cheaper therefore to fly me home, which was what they did, arriving back in Colchester on Friday. I really didn't think my 'winter break in the sun' would be just that. The rest is history.

## Letters to the Editor



*The Badger Trust  
P.O. Box 708,  
East Grinstead,  
RH19 2WN*

*16<sup>th</sup> May 2011*

*The Secretary  
Cycle Club Sudbury.*

*Dear Sir*

On or about 2 am on Sunday 15<sup>th</sup> May 2011 one of our members was attacked whilst going about their normal daily routine by a speeding cyclist.

Unfortunately the cyclist was forced to dismount from he's machine in an ungainly manner resulting in some minor damage and injury.

Our member tried to console the cyclist but was forced to flee the incident due to the abuse that was hurled at them from the cyclist.

Our member prior to crossing the road took great care in looking both ways as advised in the Highway Code but did not see or hear the cyclist possibly due to the silent nature of the mechanics on the well maintained machine, and possibly thought the bright multi-lights were stars .

We understand incidents do occur, but would you please remind your members and other clubs that night time use of the roads fields and hedgerows is restricted to the nocturnal creatures and use of those elements is by prior agreement only.

*Yours Sincerely*

*Major Stripy (Chief Badger)*

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To  
**The Badger Trust**

*23<sup>rd</sup> May 2011-05-23*

*For the attention of the Chief Badger.*

*Dear Major Stripy*

I am writing in response to your letter dated 16<sup>th</sup> May 2011 which has been passed on to me by our Club Secretary.

I am sorry it has taken me so long to respond but I have been recovering from the mental and physical trauma sustained in the recent accident you have alluded to in your letter. However I would point out that my recollection of the incident is somewhat different to that of your member.

As you are aware the accident occurred at dawn on Sunday 15<sup>th</sup> May at about 5-30 am. I was riding a 400 km Audax which, for your information is a long distance cycling event. Due to the distance involved it requires riders to ride through the night.

It was whilst descending a hill into Saffron Walden at speed at about 330 km into the event that without warning and to my complete surprise your member suddenly appeared from the left hand bank.

Unfortunately there was insufficient time for me to take evasive action so inevitably my front wheel came into contact with the hind quarters of your member.

At the point of contact with your member my bike came to an abrupt halt and I immediately became airborne, parting company with my bike. My flight time was very brief leaving me little time to prepare for landing. Contact with the tar macadam came all too soon and painfully.

Fortunately I was wearing a helmet for it was as my head / helmet came into contact with the road suddenly the early morning sky appeared to be lit up with the most fantastic display of multi-coloured stars.

After a few seconds my head started to clear, my next thought was to prepare myself for combat with your member.

I need not have worried for your member had fled the scene of the incident, presumably complete with the imprint of a Continental Gatorskin 700 x 23 tyre firmly imprinted on his / her hind quarters.

I would respectfully point out that the Highway Code recommends those involved in an incident should remain at the scene, I can only think your member had some other nocturnal reason for fleeing the area.

I fully respect your member's rights to roam the countryside but I would ask that you and your members take more care whilst roaming on open roads as I see far too many decomposing Badger corpses at the side of the road.

I did sustain injuries both physical and mental plus damage to clothing and helmet but fortunately the bike was totally undamaged.

You may like to hear that I managed to complete the final 80 km of the ride and am now firmly on the road to recovery from my injuries, however my wife says I definitely need to seek professional help for my mental condition.....I have absolutely no idea what she is talking about.

In concluding my letter I would ask you to convey my best wishes to your member and trust he / she is able to overcome the trauma and any injuries sustained as a result of the incident. I feel sure that given time the tyre imprint will fade then finally disappear.



*Yours sincerely*

*David Fenn – Cycle Club Sudbury*

## CCS - Thursday Evening Points Series - 2011

Name	Lav 10 Apr14th	B.E. Apr21st	Acton Apr28th	H.H. May5th	Lav 10 May12th	B.E. May19th	Lav 10 May26th Incl Current Pts Position	Acton Jun2nd	H.H. Jun9th	Lav 10 Jn16th	Lav 10 Jn23rd	B.E. Jn30th
*A.Anderson							DNF					
S.Barnes	29.52	23.05		39.34		23.18	-/185pts					
*S.Bowen					28.45							
*K.Brady					22.51							
G.Buckles	29.00	23.02	25.11	41.00	28.39		29.23/345pts					
N.Bull												
*S.Bursill							24.34					
R.Bush		29.51		52.13	26.21		38.19/80pts					
*S.Carson	27.04	21.36	22.38	36.49	26.54	22.02	-/60pts					
*C.Cowen	29.50	DNF	26.07		29.43	24.10	31.03/62pts					
R.Davies	23.28			33.43	23.20	D.N.F.	23.34/60pts					
S.Daw	23.43	19.00	19.44	31.53	23.34		24.21/226pts					
D.Day	24.10		20.39		23.56		24.09/132pts					
A.Dyson	30.16	23.43		40.03		23.17	29.54/138pts					
*D.Fuller	23.34				23.17	18.39						
*N.Grainge		23.45	25.42									
*C.Hall							34.27					
*P.Hall							26.36					
*C.Hill		22.09	22.59	37.16	27.09	22.02	27.32/246pts					
A.Hoppit		24.48	24.48	38.39	28.22	23.44	-/174pts					
G.Hoppit	26.12	20.50	22.49	34.55	25.37	21.16	-/166pts					
*M.Jackson							230.34					
*R.Jackson							25.52					
*A.Kennedy	25.33		21.57	34.48		20.19						
S.Kirk	26.27		21.59	34.58	25.24	20.48	25.37/96pts					
B.Law		26.13		45.32		25.42	32.39/284pts					
T.Law												
*C.Leggett					23.14							
*T.Littlewood					29.49							
*M.Lloyd							23.07					
*S.MacKay	30.38	22.11			26.16		-/292pts					
*A.Manley							DNF					
B.Mann	29.03				28.46		-/50pts					
B.Marsh												
J.Marsh			27.09				-/10pts					
V.Marsh			22.47	37.51	26.31	21.30	26.45/222pts					
*S.Mayes		23.01										
L.McKnight	32.22	26.31	29.07			26.58	-/187pts					
*T.Moore	34.41	27.21		47.49		28.00	34.51/299pts					
J.Newton		22.37				21.56	-/65pts					
*D.Peck							29.08					
*A.Pettit	24.26	19.38		33.13	24.31	19.31						

M.Pillet					30.23		-/10pts					
T.Pillet	26.56	21.38	22.51	37.06	26.26	21.29	27.02/217pts					
*J.Reed							24.24					
*K.Rolt					26.27							
*C.Rowe			27.20									
D.Rule	29.31	22.58	24.38	38.51	28.43	22.44	29.09/132pts					
J.Rush	23.41	19.20	20.18		23.37	18.58	23.45/132pts					
A.Russell		22.14					-/10pts					
*P.Sexton							26.11					
J.Shotbolt					34.45		34.11/20pts					
M.Shotbolt	24.53	19.30	20.18	32.38	24.09		24.03/264pts					
*J.Shuster	23.51											
*M.Smith							23.15					
*E.Spurgeon							25.50					
J.Steed	35.17	26.41	29.16	47.20	33.09	27.09	34.21/182pts					
*M.Toone	22.51	18.48										
M.Taber					28.27		-/10pts					
M.Trayner	31.05		25.35		D.N.F.		-/25pts					
*N.Webber							DNS					
J.Weatherley	27.44	21.54	22.51	36.53	26.35		DNS/326pts					
*D.West		19.39	20.21		23.58	19.21	-/48pts					
*J.Wharton							26.04					
*C.White							33.58					
*C.Woodley	25.47											
S.Wright			18.47				22.34/66pts					

\*Name = Guest or 2<sup>nd</sup> claim member. Highlighted box = Fastest time of the day. 22.34/66pts = Time/ Cumulative points to date

### Interclub Competition against Colchester Rovers

Our recent battle to retain the Interclub Trophy against Colchester Rovers was held on a grey, stormy and windy evening over the Lavenham 10 course. Last year, we finally wrested the trophy away from our opponents for the first time in many a year and all CCS riders were keen to repeat the effort. With over 40 riders lined up from both sides and with the weather closing in, it was a triumph of good organisational skills from Brian, Alison and Linda, to get everyone to the line and back again before the gloom descended. CCS was at full strength and needed to be as CRCC had also brought all of their big guns 'on bikes' to try to win back the trophy.

It's very pleasing to report that 'the day went well' and we retained the prize by a mere 13 points – 219 for the Rovers to our 232. It's also nice to report that we had the fastest rider of the day in Simon Wright, whose herculean effort of 22mins 34secs was over a half minute quicker than anyone else. CRCC filled the next 2 places but more importantly CCS secured the next 4 points scoring places overall. Simon Daw and Stewart Kirk also helped our cause by taking points away from CRCC with their 8<sup>th</sup> & 11<sup>th</sup> places.

Well done to everyone who rode and helped us to victory.

Full Results are shown in the table above, but the fastest 5 official scoring riders from each team were:-

**CCS.....**  
 1<sup>st</sup>.Simon Wright = 50 points  
 4<sup>th</sup>.Rob Davies = 47 points  
 5<sup>th</sup>.James Rush = 46 points  
 6<sup>th</sup>.Mat Shotbolt = 45 points  
 7<sup>th</sup>.Damon Day = 44 points

**CRCC.....**  
 2<sup>nd</sup>.Mark Lloyd = 49 points  
 3<sup>rd</sup>. Mike Smith = 48 points  
 9<sup>th</sup>. Jim Reed = 42 points  
 10<sup>th</sup>.Stuart Bursill = 41 points  
 12<sup>th</sup>.Ed Spurgeon = 39 points