



The Spindle MARCH 2016 cycleclubsudbury.com

Welcome to a packed edition of Spindle.

Lots to read and enjoy this month including the first of the new *Rider Profiles* which I hope you find interesting, + reports from the recent *Reliability Ride*, the *Prize Giving Evening* and the return of the cutting wit of our mystery TT summariser Mr. Ray Norshine (Winner of the Golden SpindleNut Award for Literary Excellence at our recent Prize Giving)

Plus, an extraordinary account from last summer by one of our members of what it was like to ride the gruelling 1230km Paris-Brest-Paris Randonneur in less than 90 hours!

I keep meaning to mention to you all that most pics that appear in Spindle (and a lot you haven't seen) are available from me; should anyone want a copy! Just email the details and I'll send it on. (rushr23@aol.com) They are from my own personal collection of photos although over the years I have managed to purloin a few from other (older) sources.

Moves are afoot (what a strange piece of descriptive text that is!) to maybe produce a new style CCS '*racing kit*' with a more direct, faster and simplified process of ordering. This is in response to quite a few requests from club (*racing*) members who felt the need for change and to modernise our present kit design. Possible designs are currently being investigated and I'm sure members will be consulted during the process before decisions are made.

News has reached Spindle Towers that 2nd Claim member; Malcolm Borg had an unfortunate collision with a parked (?) car in Melford. After sustaining some pretty nasty facial injuries and other scrapes and bruises, he has now returned home after an enforced hospital stay and is slowly recovering and is back on his bike (and back at work apparently!)

We all hope he continues to do well and I'm sure he would like me to highlight the importance of keeping your head up at all times when out on your bike. I can vividly remember the number of times I nearly suffered the same fate before looking up at the last second and avoiding a parked car in front of me. It's so easy to do, even for experienced riders and I'm sure others have had similar near misses.

Having used our website on numerous occasions for various bits of info, it struck me that there is an awful lot of useful and helpful information on there and probably a lot more than our members realise.

Robin spends a lot of time keeping it updated and is well worth a visit for those of you who haven't tried it yet! And don't forget to look at the photos on the clubs Instagram page @cycleclubsudbury.

This coming *Tuesday* is the closing date for our own CCS Open Time Trial, *the Mad March Hilly*; so if you intend to start your season by riding it and haven't entered yet, get your skates on!!

Organiser Darren Rule is still looking for helpers as usual and would be very pleased to hear from you.

It's also a good excuse to get out on the course and cheer our riders on during the event!

CCS Reliability Ride – Sunday 31st January 2016

Despite the incessant rain, Cycle Club Sudbury still managed to attract a record number of riders for their recent Reliability Ride from Gt. Cornard.

161 hardy souls from around East Anglia and the home counties souls turned up to ride either the 46 or 27 mile routes through the soggy Suffolk lanes.

35 rode the shorter course which took them on circular route out as far as Bildeston and 126 explored the longer course on

another circular route which touched the outskirts of Stowmarket.

Riders arriving back looked as if they had put in a big shift down the coal mines as they returned to the Stevenson Centre base covered in road debris and muddy spattered faces.

The organising club provided the largest contingent of local riders with 30 taking part, while other local clubs from Sudbury Tri-Club, Boxford CC, Hadleigh CC, Stowmarket, Ipswich, Colchester Rovers, West Suffolk

Wheelers and Manning tree Wheelers were also present in good numbers. The Cutmore family from Sudbury successfully rode the shorter course with mum and dad accompanying Molly, 14 years old, and the youngest participant, Alex who is only 10 years old. They all looked very pleased, if a bit wet, from their efforts as they tucked into hot drinks and cakes at the finish.

The conditions managed to catch a few unwary riders out as they slid off on the wet and greasy roads but fortunately with only minor scrapes and injuries.

It was nice to see a good number of lady riders (who made up 10% of the total entry) turn up and finish the rides, most of who admitted to enjoying the experience despite the rain.

Also to benefit from the day's activities by a donation of £150 to one of CCS's chosen charities, the East Anglian Children's Hospices (EACH).



Coal Miners after 'an 'ard shift down pit' or CCS riders?



Molly & Alex Cutmore look pleased to be back in the dry!



Ashton was clean shaven when he started the ride!

SPOCO EAST & SOUTH EAST- 2016 Calendar

DATE	EVENT	COURSE	DISTANCE & GROUP	ORGANISER
14th Feb	Ely & DCC Hardriders 25	BS19	25 - B	SPOCO E
5th March	CC Breckland 10	B10/19	10 - A	SPOCO E
6th March	Hainault RC Hilly	E14/28	50km	SPOCO SE
12th March	Plomesgate CC	B10/9	10 - A	SPOCO E
13th March	CC Sudbury Mad March Hilly	BS24/R	22 - B	SPOCO E
14th March	Maldon DCC	E20/9	18	SPOCO SE
19th March	West Suffolk Wheelers Hilly	BS31	21 - B	SPOCO E
28th March	Bishops Stortford CC	E15/25	41	SPOCO SE
2nd April	Stowmarket & DCC	BS33	20 - B	SPOCO E
2nd April	Elite CC	E91/10	50	SPOCO SE
9th April	Kings Lynn CC	BS25/33	25 - B	SPOCO E
10th April	Wolsey RC	B25/50	25 - B	SPOCO E
24th April	Colchester Rovers CC	E7/50C	50	SPOCO SE
30th April	Kings Lynn CC	B10/37R	10 - A	SPOCO E
2nd May	VC Baracchi	B10/43	10 - A	SPOCO E
7th May	Orwell Velo	BS33	20 - B	SPOCO E
8th May	Maldon DCC	E21/25A	25	SPOCO SE
22nd May	Maldon DCC	E21/50	50	SPOCO SE
22nd May	Gt. Yarmouth CC	BS13A	25 - B	SPOCO E
1st June	CC Breckland	BS37	25 - B	SPOCO E
4th June	Plomesgate CC	B25/2R	25 - B	SPOCO E
5th June	Ely & DCC	B10/1R	10 - A	SPOCO E
7th June	Godric CC	B10/44	10 - A	SPOCO E
8th June	Essex Roads CC	E18/6B	10	SPOCO SE
11th June	Maldon DCC	E21/10	10	SPOCO SE
12th June	Chelmer CC	E9/25	25	SPOCO SE
25th June	Victoria CC	E1/10A	10 - A	SPOCO E
26th June	Godric CC	B10/44	50 - B	SPOCO E
2nd July	Norwich ABC	B10/43	10 - A	SPOCO E
3rd July	Southend Wheelers	E21/50B	50	SPOCO SE
17th July	Unity CC	E9/25	25	SPOCO SE
24th July	Colchester Rovers CC	E22/47	47	SPOCO SE
30th July	Victoria CC	E1/10A	10 - A	SPOCO E
7th August	Essex Roads CC	E22/24	24	SPOCO SE
13th August	Kings Lynn CC	B25/33	25 - B	SPOCO E
14th August	Diss & DCC	B25/17	25 - B	SPOCO E
17th August	SPOCO Supporters Club	E91/10	10	SPOCO SE
21st August	VC Baracchi	B50/17	50 - B	SPOCO E
29th August	Essex Roads CC	E11/25	25	SPOCO SE
4th Sept	Colchester Rovers CC	E7/25B	25	SPOCO SE
17th Sept	Norwich ABC	B10/43	10 - A	SPOCO E
25th Sept	Lea Valley CC	E1/30	30	SPOCO SE
2nd October	Godric CC	B25/50	25 - B	SPOCO E
2nd October	Lea Valley CC	E1/25B	25	SPOCO SE
8th October	Norwich ABC	B10/43	10 - A	SPOCO E
9th October	Norwich ABC	B25/50	25 - B	SPOCO E

NOTE: SPOCO East dates are shown in full, but the SPOCO South East dates only show events localised to our area. For full calendar, see CTT Handbook (Page 118)

*The above list is to also help club riders who are intending to do The **CCS** SPOCO Competition (details below) as trying to find the events that are SPOCO affiliated isn't easy from the CCT handbook. You can also use it if you have signed up for the East and/or South-East SPOCO Series.

Our own CCS SPOCO (SportingCourses) series is designed to be a very simple affair. The SPOCO events you enter gains you points relative to your finishing position. Starting with 120 points for 1st place, it goes down as far as 1 point for 120th place. So if you come in at 25th position, you gain 95 points. You then need to send your result and position to me (Roger at rushr23@aol.co.) and I'll keep the scores league updated. Simple! No fee required as it's a CCS run competition with a nice shiny cup up for grabs. *More info in the club handbook...*

Cycling Shorts 1.

Hi Sudbury Storms, Cycle Club Sudbury, and Sudbury Joggers

As you may be aware, TRI Sudbury is holding their very first triathlon this year on Sunday 19th June.

I appreciate that many of your members may not be interested in doing it in full as they do not want to do all 3 disciplines. However, this event is also open to relay teams. A Sudbury Storm can do the 400m swim, a CCS cyclist can do the 13.3 mile bike, and a Sudbury Jogger can do the 5km run.

One of the aims of this event is to bring communities together and we thought that one way of doing this is to encourage local clubs to form teams where each athlete can specialise in their own discipline. This will be a good opportunity for people to test themselves against other teams and top triathletes, in a friendly yet competitive atmosphere.

As a further incentive, I will be putting this idea to your counterparts in other towns in the area just to add another level of competition. See which town is the fastest!

Take a look at the [website](#) and [entry central page](#) for more details about the event.

If this is something that your members would be interested in please let me know and discuss it among yourselves to see how many teams you can put together.

Please don't hesitate to contact me if you have any questions or queries.

*Kind regards,
Andrew Bigg
Vice Chairman
TRI Sudbury*

2. Tandem trial Offer

Following on from last month's 'futuristic' TT bike, how about this tandem from Specialized for a piece of cool kit.

Unfortunately, it's not part of the deal that one of our club members is offering!!! Andy Rogers has two tandems in his collection and is offering them out to any club member(s) who fancy trying out riding a tandem, and best of all is that it's totally free. If anyone has had a longing to see what a tandem is like to ride, here's your chance to take up Andy's kind offer. He can be contacted on 01787313434 or on jandy.rogers10@internet.com



2a. He also has a solid case bike box for transporting a single bike about on planes etc, which he is willing to lend out, again free of charge!!

3. Cheap TT Aero Bars!

How about these for a cheap and easy to set up pair of Aero bars for your TT bike! Probably not suitable for use on very hot days but has the advantage that they can be used to stave off the 'bonk' should it occur.

Available from all good sweet shops!





CCS Annual Dinner & Prize Giving Evening

As per Press Report

Recently, Cycle Club Sudbury held their Annual Dinner and Prize Giving at the Newton Green Golf Club.

Vice Chairman Bob Bush welcomed the packed audience and congratulated the club on another very successful season which saw a plethora of new rider time trial records, a burgeoning youth section and a rising club membership.

Guest speaker and Bures resident, Jonathan Durling entertained the audience with his experiences working on the Tour de France, Italian Giro and Tour of Britain for sponsors Skoda which often meant he rode in the official cars during the events.

He is presently with the SweetSpot Group who organise The Tour of Britain, Women's Tour and the nationwide Tour Series and gave a fascinating insight into the complicated 'chaos' that putting on these events involves; plus some very 'juicy' antics and incidents about the riders themselves!

A pensive multi award winner



The prize giving saw Jody Downs collect a multitude of awards which deservedly included Rider of the Year, Veterans Best All Rounder, 25 & 50 mile Open TT Trophies, club 10 mile TT and also the 10 mile Vets Champion Cups.

The ladies awards went to; Kirsty White who picked up the clubs 10 mile TT Trophy, Barbara Law who won the 25 mile TT Bowl and finally young Molly Cutmore who won the 10 mile Juvenile TT cup and also the prestigious Ladies Trophy.

Other winners included Brian Mann - Audax Trophy, Lee Ford – senior

Hillclimb champion and club 10 mile TT champion on Handicap, Connor Mothersole – Juvenile Hillclimb champion, Patrick King – Junior 10 mile TT club champion, Justin Bellward – the season long Evening Points Series champion and James Rush – Evening Series BAR champion over all four courses.

The Clubman of the Year shield was awarded jointly to former Chairman David Fenn and Vice Chairman Peter Whiteley, who both retired recently and was in recognition for the massive amount of time and energy they have given to the club helping to make it into the success it enjoys today.

During the evening, the club raised another £150 for the East Anglian Children's Hospices which was on top of the £150 already raised during the Reliability Ride the weekend before!



David & Peter share the Clubman of the Year Shield

DIARY DATES.....

6pm TUESDAY 1 MARCH; CLOSING DATE FOR ENTRIES TO CCS MAD MARCH HILLY OPEN TIME TRIAL; SEE BELOW

SUNDAY 13 MARCH; CCS MAD MARCH HILLY OPEN TIME TRIAL

Course: 22 mile (35 kilometre) Time Trial on the BS/24R. This is a sporting circuit course starting & finishing in the beautiful medieval village of Lavenham- for further details (inc.map & gpx.) see

<http://www.cycleclubsudbury.com/events/open-10>

This

year, the event forms part of the SpoCo East series: <http://www.team-camb...east/index.htm> **Start time:** 08:00am

HQ: The modern & spacious, Lavenham Village Hall (CO10 9QT). Located at the rear of the public car park adjacent to the Cock Horse inn, opposite the church on the B1071 – very close to the start. Refreshments will be available before and after the event.

Prize money: (one prize per rider, except for Team & course record prizes):

Men; 1st – £25, 2nd – £20, 3rd – £15

Ladies; 1st – £25, 2nd – £20, 3rd – £15

Fastest Junior = £ 10

Fastest Team of 3 = £10 per rider.

Course record prizes: Insurance Brokers; **Robins Row Limited** of Long Melford have generously sponsored a series of course record prizes:

- £100 for the person who sets the new overall course record (currently 00:48:08, Mark Arnold –CC Desiragear)
- £75 for the Lady who sets the new Ladies course record (currently 0:51.41 Hayley Simmonds – Team Velosport)
- £25 for the C.C. Sudbury or Boxford Bike Club member who sets the new fastest time by a male member from these clubs (currently 00:50:55 Simon Wright – C.C. Sudbury).
- £25 for the female C.C. Sudbury or Boxford Bike Club member who sets the new fastest time by a female member of these clubs (currently 01:05:31 Samantha Segger – Boxford Bike Club).

Please note, no more than one prize can be claimed should a rider break more than one of these records (*e.g. any lady setting the new overall course record is only eligible for one course record prize and/or any CCS/ BBC member record & Overall course record is only eligible for one course record prize*). Only one rider will be eligible for each particular course record prize. Club course record prizes open to First Claim members of respective clubs only.

Entry: on-line via CTT website: <https://evententry.ctt.org.uk/> or by post with a CTT entry form sent to: Darren Rule, CCS Road Race Secretary, 34 Daking Avenue, Boxford, Sudbury, Suffolk, CO10 5QA

Fee: £8.00, please make cheques payable to 'Cycle Club Sudbury' (for postal entries).

Deadline for entries: 18:00 on 1st March 2016

E mail: roadracing@cycleclubsudbury.com **Phone:** 07747 643858

RELIABILITY, SPORTIVE AND CHARITY RIDES

Full details, and entry for most events, on the British Cycling website at

<https://www.britishcycling.org.uk/events>

Sunday 28 February; Colchester Rover Sportive, Great Bromley

Details; [here](#)

Sunday 10 April; Boxford Bike Club Sportive; on line entries, not many places left.

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

AUDAX RIDES

To find out about audax rides, and how they work, and further details on these audax rides, and to enter (most of them) on line, visit <http://www.aukweb.net/>

Saturday 12 March; Dunmow; 100, 200k

Saturday 19 March; Copdock; 100k

Saturday 19 March; Cambridge; 100, 200k

Saturday 26 March; Huntingdon; 200k

Saturday 26 March; Swaffham; 100, 160k

Saturday 2 April; Henham; 110, 160, 200k

Sunday 3 April; Stevenage; 60, 110, 200k

Saturday 23 April; Wymondham; 110k

Saturday 30 April; Manningtree; 300k

MTB RACING

2016 Mud Sweat and Gears Races; Dates and Locations Reduced price for entries made before 1 March;

<http://www.mudsweatgears.co.uk/>

Sunday 6th March – Hintlesham, Suffolk

Saturday 26th March – South East – TBC

Sunday 17th April – Henham Park, Suffolk

ROAD RACING

Further details on the British Cycling website; <https://www.britishcycling.org.uk/road>

Sundays 20 March, 10 April; Redbridge Go Ride series.

C.C.S. Riders - Open T.T. Results -2016 Season

C.C.S. Riders - Open T.T. Results – Jan/Feb/March 2016

Date	Event	Course	Name	Dist	Time	Notes
Jan 1st	CC Breckland	B10/3A	J.Rush	10	23.53	
Feb 14th	Ely & DCC Hardriders - SPOCO	BS19	J.Rush	25.2	01.03.42	15th

I thought this event was worth a small mention.

The Ely Hardriders event had benefitted from some Cycling Weekly pre-exposure as one of their **'100 Things to do this Year'**. This had the knock on effect of raising the entry list from its usual 30-35 to a whopping 90 riders! Trouble is, a lot of these riders were 'first timers' and blasted around this notoriously bumpy, pothole ridden course with its sharp angled corners and wet and icy surfaces with gay abandon. The inevitable happened as a dozen or so riders came to grief and met the tarmac around the course with the event H.Q. looking like a First Aid Station.

The clue is in the title: 'Hardriders' and a lot of Hard Lessons were learned that morning. The wind whipped across these bitterly cold flat Fens as most struggled to stay upright after approaching corners way too fast with a tail wind behind them.

James has ridden this course for a good few years now and used this experience to ride sensibly and still managed a PB for the course and gained 105 SPOCO points for his efforts

The winner, Mark PNut Arnold is an East Anglian legend, being half man, half beast; he went round in 56mins on a fixed wheel!



Rog



CCS OPEN TIME TRIALS 2016 – Predictions

By Ray Norshine

Well you have guessed it, I have an opinion and I am more than happy to share it!!

At the beginning of last season even the most positive of us could not have really predicted the vast improvements that would be made by multiple riders wearing the Orange and Black kit!

So who is going to be the main man (Lady) this year? Who's an improver or who's a loser? In all honesty if your progress has stalled or gone backwards I think you are going to be in big trouble this year!

Everyone has a fast rider in there somewhere it just depends if you can hurt yourself regular enough to call it out. Once again if my prediction of your potential performances for the forthcoming season is not to your liking then the best thing you can do is get yourself on your bike, punish yourself and go grab some PB's. In no particular order, so hold on to your aero bars and here we go.....

Dave Crisp – DC had an impressive 2015 but despite the improvements he made if you had to be straight up honest with him you would say he fell a little short of his true potential. DC clearly agreed and hired himself a top coach and set about some gruelling 'Pro' like winter training. The coaching has worked and Crisp is looking immensely strong. I would say that by the end of season Dave will be capable of beating anyone at the club. **Prediction** – Another season of PB's and potential main man!

Justin Bellward – Normally I only come across those riders competing in open TT's but reports from camp 'CCS' are that Justin is training hard and looking very strong. Made big improvements on the club scene last year. Previously mentioned he has a new TT rig and with a training focus that doesn't involve his lawnmower will now promote him up with the faster riders.

Prediction – be harder for him not to PB, break in to the top five riders at the club?

Damon Day – Is leaving no stone unturned and despite finishing last season on fire admits to adopting a slightly different approach to training this winter. You will have to wait until the season is well under way as Damon always finds form later in the season. Although this is an individual sport he is still helping others at the club, my message to Damon is make sure you concentrate on yourself first!

Prediction – Club records should be his aim and this therefore mean a season of PB's at all distances.

Leon West – Yet to debut as a solo in an open but can guarantee if Leon can get a decent set up on his new TT bike he will be quick. Another rider with bags of ability and with the additional training this winter just keeps getting faster and faster. **Prediction-** Perhaps the biggest improver at the club this year and huge PB's, and a certain winner of the Face Gurning Cup.



James Rush – Who shot JR? Some say he would deserve it because if his winter training was as structured as say Crispy you wouldn't get anywhere near JR all season. Notorious for racing himself in to form so expect a continuous improvement though out the season. Get *Rushy* on the 'E' or 'V' on a good day and he will be a 19 minute man. **Prediction** – Big PB's and nailed on to improve at least one of the club records.

Rob Davies – Unless his swimming armbands puncture you may not see the real Rob this year. Despite another season of good improvements last year Rob has decided to put all his effort into Triathlons and this will therefore without doubt stall his bike progress. As a long time club rider we wish him the very best and look forward to seeing Rob ride TT events to compliment the Tri's.

Prediction - Rob to dish out some beatings to the tri guys!

Jody Downs – I commented at the beginning of last year 'not the Fastest' – well nobody gets everything right! Had an ever improving season and as they say the rest is history. There lies the problem, it is all in the past! Reported to have parted company with his coach and unable to commit to training/racing to the same level as last year which can only result in one outcome. **Prediction** - will still be quick enough to give the clubs best a run for their money but may have to settle for a season of consolidation.

Darren Rule – Fingers crossed '*The Chairman*' will have an injury free season after what can only be described an injury plagued year in 2015. A regular on the Sunday club run so hopefully working his way back. Nothing would please everyone at the club more than if Darren could hit his previous form. **Prediction** - will continue to be late for anything he attends! Not going to tempt fate so all I will say is "come on Ruley you can do!!".

Dan Upton – Although continued improvement over the last couple of years another rider with bags of potential and plenty more untapped speed in those legs. Big season for Dan who has the opportunity to climb up the rider hierarchy. Potential purchase of a TT bike, with the continued structured training and more participation in open TT's will allow for a great 2016. **Prediction** – PB's regardless of bike.

Lee Ford – What can you say about Lee, actually a rider that most find frustrating! Could easily be the quickest TT rider at the club if he wanted to be and if he concentrated on the discipline. Would without doubt be the fastest road racer at the club if he wanted? Is the current club hill climb champion. By all accounts is also an excellent runner which has been confirmed by Lee's impressive recent Duathlon's results.

Prediction – Lee to continue to be the strongest 'all round' rider at the club and if he decided to concentrate on TT's would predict a few riders get their butt's kicked!!

James Newton – If ever anyone deserved success for their training ethos and the load that they put themselves through then James is your man. Known to do two hours plus on his Watt bike so James will be in fine physical shape. Would guess that he has unfinished business with road races and therefore may again not concentrate on TT, shame.

Prediction – Road racing to just edge it for James with deserved better results.

John Bradbury – Whilst most of us are tucked up in bed John is known to be hurting himself on the turbo, sessions starting between 4am and 5am on most days! With some of the club riders doing more non dual carriage way events this year, John will get the chance to compete for team prizes and give more team mates a regular beating. Good bet for the Club Spoco prize in 2016.

Prediction – another solid and improved season.

Ashton Dyson – No animals were hurt whilst producing these predictions! Another strong season is anticipated for Ashton who has shown big progress. A cyclist who can ride endurance events, MTB and road. Would be great to see Ash on more open TT's to compliment the strong Thursday night showings.

Prediction – Faster times.....

Mat Shotbolt – I predicted last year that if Matt wanted to be, he could be, the faster rider at CCS by a comfortable margin. He was closing the gap on his previous fast times last year but appeared to lose momentum? A big natural talent and it would be great to see Mat firing on full rocket launchers!!

Prediction – not a prediction but a plea, come back quick this year.

Stewart Kirk – 'Smiler' had a resurgence of form last season after relocating nearer to TT Nivana Land that is the E2. If he uses this unfair advantage to the full, more PB's will be the order of the day.

Prediction – If new PB's aren't forthcoming, then I'm a Yorkshireman, '*E 2 By Gum!*'

Barry Lee – 'Smiler No.2' needs to up the range and number of events entered to maintain his impetus and get back to improving times. **Prediction** – It all depends on how his winter training went and if he is ready to increase the number of events entered. There's plenty of faster times in those legs still.

Bob Bush – The Bullet will continue to tear up the tarmac and put in age defying performances. An example to younger club members both on and off the bike with his continued behind the scenes work. They say you lose a little each year with age, Bob is the evidence that this may not be true!

Prediction – hopefully same as last year, another year of time defying rides!

David Fenn - Having stepped down after a long stint as club Chairman, David now has no excuses not to find extra training time and pour more attention into his already immaculate orange appearance!

A big lover of the Watt bike, his training this winter has been uninterrupted. **Prediction** – All the above will add up to a faster rider on his new TT machine and hopefully more colour coded delights!

Dave Miller - As far as I know hasn't signed up to the local bowls club this winter and therefore can only mean one thing, Dave will be 'on it' this season. We are all hoping for a renewed three way battle between Dave, David and Colin! **Prediction** – another season of improvement!!

Colin Harris – A great 2015 but can he still maintain his edge over the two David's this season? Another rider who continued to show improvement throughout last year that resulted in very good times and placings. Colin will be keen to replicate again in 2016. **Prediction** – Will make the other Veterans work real hard for any success. Would anticipate more improvement.

Len Finch – An absolute club legend who will continue to put other (younger) riders to shame. I would expect he had a gentle winter training schedule and will ramp up the effort once the warmer weather arrives. Usually takes time to get back in the groove during the season, but then watch him go!

Ryan Cracknell – Just the one Open team trial last year but a regular tester on a Thursday night. Yet another rider who could move up the pecking order. Hasn't had the most productive of winters training wise but hopefully will get back into it once the season starts. **Prediction** – Could and should be quicker this year.

Barbara Law – With no endless journeys across Europe this year for Age Related Championships, I hope to see her out on the Open Roads more often. This should focus her doggedness on the bike and produce some better times and if coach Terry can sprinkle some of his magic on her as well.....all the better!

Prediction – with no distractions and the need to start training very soon, who knows how far up the TT ladder she can go. Expecting to see a revitalised and quicker Barbara this season!

Terry Law – I'm hoping he will be finally fixed up via the NHS this year and get back to what he does best. He's been too long off the bike and may need to join in with Junior training sessions on Saturday mornings to get some of that rustiness knocked out of him! Is chomping at the bit to get going again! Come on; get your fingers out NHS! **Prediction** – If he gets fixed, he'll slowly work his way back into it again and by season's end, he'll be back where he belongs

Matt Traynor – Trayner – Trainer – Traynar – you choose! Like his surname, he is a hard one to call. It's there somewhere and just needs to string some events together to get it out; then he will find his rhythm and times will improve. Needs to stop being a *gent* and use his best TT bike himself and stop lending it out!

Prediction – More events ridden = faster times on best TT bike.

Ian Millard – Is another who needs more events under his belt to shine through and join the other improvers around him. Once he does, his times will tumble and will start to enjoy himself.

Prediction – More events ridden = faster times on any bike

Graham Buckles – Crikey I nearly left Graham off the list again!!

Graham appeared on the open scene late in the season so it is hoped that he will make a slightly earlier appearance this year riding extra events, which will undoubtedly yield fine returns throughout the season.

Prediction – Impressive PB's resulting in never again being left out of my ramblings.

RIDER PROFILE No. 1

Steve Barnes

1) Occupation and how many years have you been cycling?

Self-employed Landscape contractor – Always had a bike but started seriously about 10 years ago.

2) What was your first 'proper' bike & how old were you at the time.

It was a 'Sun' racing bike, I was about twelve and I think it cost £5. It came from Sudbury Sports in Friars Street, although I'm not sure it was called Sudbury Sports back then.

3) How many bikes do you have now and list them in order of preference:

Five at present. Burls titanium, custom made for comfy, long distance, a 1990 Nigel Dean Tour Ace, mainly used now as my

winter bike. Trek 2000 road bike for a bit of fun, Kona Caldera MTB, hardly used! I also recently acquired a 1947 Hetchins curly special, only ridden it once as the brakes are lethal!



4) How many miles do you average a year:

I seem to be doing less each year, only 2500 last year, but determined to do more this.

5) What was the longest ride you completed and where was it:

Longest in total was LEJOG, 990 miles in two weeks. I've also done the Bryan Chapman audax in Wales which was 619kms in a weekend. Longest ride in 24hrs was 400kms.

6) What was the best ride you completed and why:

Along with fellow CCS members Viv Marsh, Andrew & George Hoppit & Stewart Kirk we followed the Tour through the Alps in 2013. Alpe d'Huez and Ventoux were amazing and iconic, but for me going up the Col du Glandon and on to the Croix de la Fer was the best. Outstanding scenery, great company and incredible descents!



7) What was your best race/audax/sportive/TT performance?

So many to choose from, one that stands out was the Cambridge 300 which I did with Dave Fenn back in 2011. Super route mainly on country lanes through Thurleigh to Earls Barton and onto Market Harborough. Lovely section between Market Harborough and Wymondham (Leics), a series of valleys and rolling hills which reminded me of a miniature version of the Lincolnshire Wolds. Then back through Market Deeping, Chatteris and the Fens with the usual gale blowing. A tough ride but very enjoyable and good to go somewhere a bit different.

8) What was your most embarrassing moment on a bike?

Going to watch my local cricket team play at Twinstead. Unbeknown to me there was a very wet patch covered with grass cuttings, my front wheel sank in and I toppled off in full view of everyone.

9) And what was the worst ride you ever had and why:

Boxford Tornado about 3 or 4 years ago. I rode with James Newton and I got a puncture on the way over. I checked the tyre at the HQ before the start and it seemed a bit soft so tried to pump it up and succeeded in snapping the valve. Put my second and last tube in and in my haste didn't seat the tyre properly so within two minutes of the start had to stop and re-do the tyre. James is being very patient. A few miles later, another puncture, check tyre carefully but cannot find a problem, borrow tube from James. Get as far as Monks Eleigh and yet another flat. We are both losing the will to live and I give up and phone home. James carries on, gets a puncture and he also gives up. Turned out a tiny piece of wire was sticking through the casing. Nightmare for both of us.

10) Who were/are your childhood/modern day cycling heroes?

Like a lot of people I got sucked in by a certain American. I like Gee and I hope he gets a fair crack at challenging for a Grand Tour GC.

11) What do hate most about cycling? You mean apart from punctures? Fellow cyclists who don't acknowledge you; a wave or a nod costs nothing.

12) What bike would you most like to own?

Nothing specific, but I am hankering after a Carbon flying machine with some decent wheels while I still have a bit of life in the legs.

13) What is the best 'bit' of cycle equipment/kit you ever bought?

The little electric motor buried inside my frame.....

14) What is your favourite ride?

We are lucky to have so many good rides on our doorstep. One I particularly like is following the Stour Valley from Ballingdon to Bures and on to Nayland.

15) What are your cycling strengths and weaknesses?

I seem pretty good at switching off and just keep plodding on which is handy on a long audax. I have to watch my nutrition intake, if I don't eat regularly I quickly run out of energy.

16) And finally, what is your best training tip?

I once read that getting enough rest was essential, I've strictly adhered to that.

****If anyone out there thinks they have an interesting Profile to share with us all and would like to be included, let me know and I'll send you the form to fill in.***



Paris-Brest-Paris Randonneur Event 2015 by Raymond Cheung

For the Stepping Stones to PBP, I rewind back to summer of 2012 where my first long distance audax journey began; with the *Bildeston 200km event organised by Cycle Club Sudbury*. This successful ride achieved in 11.5 hours, broke my fear of riding an event greater than 100 miles. Several more 200km events later, I gradually gained enough confidence to attempt and complete a 600km event in the following year.

Finishing nearly all of these distanced events as 'lantern rouge' alongside my trusty riding buddy Geoff Sharpe, a burly ex-power lifter and Team MK club member, racing to be first at cafe stop queue was never going to be our aim.

Forwarding to Spring 2015; again I managed to gain a Super Randonneur award (riding 200, 300, 400 and 600km audax events) to qualify for the famed Randonneur event, Paris-Brest-Paris in August.

In June 2015, I decided to enter and firmly commit myself to my first PBP challenge in trying to ride 1230km within 90 hour rolling clock time limit (includes all feed and rest/sleep times) from Sunday 16 August to Thursday 20 August 2015.

Held every 4 years, I began to view this event as 'my personal Olympic cycle challenge'.

Having only booked 5 days holiday from work, my only option was to take the car and drive to Calais on Friday evening 14th July, after full day at work, for the mid-night ferry crossing from Dover to Calais. Had a 90 minute nap on the boat, passed through customs and headed off to Paris during the night.

I reached outskirts of Paris during the busy morning period.

Noticed the Parisian motorists tend to drive rapidly and cut in to exit main routes at last second, but accepted this to be the norm for them.

I arrived to the start venue on Saturday 15th August at national velodrome (Saint-Quentin-en-Yvelines) in outskirts of Paris for pre-registration ritual. This involved having a bike inspection, making sure my bike was road-worthy and that my lights were in working order and it took a long wait of 90 minutes. Next I had to wait in another long queue inside the velodrome to collect my rider identification number, brevet card and other rider information.

Next day at 19.15 Sunday evening, I rolled across the start line to begin my quest to ride to Brest and return to start/finish within the next 90 hours.

Riding out of the town suburbs was emotionally uplifting, embracing the clapping and cheers from the roadside spectators. Once out of the suburbs, I decided it would be prudent to ride at my own tempo and rhythm; after all I am now racing against the clock and not other riders. Soon I found myself being distanced by my start group and was left riding virtually solo, only managing to pass half a dozen slower riders through the night to arrive at the 1st control at Villaines (220km).

During that 12 hrs ride duration, I never really felt isolated as waves of later start riders would soon be passing me with hundreds of red tail lights piercing the night sky. With the whole route marked by arrow signs and volume of riders, navigation worries were soon forgotten.

Again, I rode mostly solo to 2nd and 3rd controls at 307km (Fougeres) and 361km (Tinteniac), passing small tranquil villages and occasionally dropping my speed to 'high five' the children and adults who were applauding and shouting 'Bravo, Bon Courage, Bonne Route.'

Between 3rd and 4th control (Loudeac at 447km) the profile became a bit lumpier and I managed to settle within a group, led by old French 'General' that suited my pace and took advantage of some welcome shelter.

I arrived at Loudeac Monday evening where I met Brian Taylor 5x PBP veteran, whom I was pleased to see. The sleep arrangement was very simple; you pay few euros & tell the helpers your sleep duration you want. Dozed off immediately and slept well for 2 hours, and was woken on schedule.



Next leg to 5th control (Carhaix at 525km), started with steep climbs on narrow wooded lanes in misty conditions, and seeing a few very fast riders returning back to Paris left me amazed at their progress and leaving me thinking, I've yet to reach half way point to Brest.



In a way the hills were somewhat refreshing, in that I was forced to use different leg muscles. On route, I was directed along with others to pull to an unofficial stop known as a 'secret control' (492 km) to have my card stamped. I guess this was to make sure that riders didn't deviate from the official route by taking shortcuts.

Leaving Carhaix early Tuesday morning to start next stage to 6th and midpoint control at Brest, I managed to meet the familiar Essex Peleton riders, Grant Huggins, Rob Wall and Graeme Provan, who kindly offered to let me join them, and I was very grateful to have some company. Again the terrain was lumpy but felt we were making quite good progress as we riding with other groups. Had a rather long 2.5 hour stop at Brest (614 km) and gave myself an opportunity to have a proper shower and change of clothing.

Next return stage to 7th control back to Carhaix (698 km) involved a long steady gradient climb some 7 kms, soon out of Brest.

Next leg to the 8th control Loudeac (780km) involved a 2nd 'secret control' visit (709 km) again with the return of the steep ascents through wooded lanes, in the dark. I managed to grab 90 minutes interrupted sleep at 2nd night stop at Loudeac, just resting my head and eyes on the canteen table, with many others. Met Jonathan Greenway (VC Norwich) who appeared rather downbeat with lack of quality sleep since arriving in Paris, but I was confident he would finish within time.

Had to ride next night stage to Tinteniac (9th stage 866Km) briskly as we were getting uncomfortably close to cut-off time. Arrived at 10th stage to Fougeres (920km) at noon, Wednesday, and basked in warm sunshine for 60 minute for cat nap. Again I met with another long steady ascent out from the control (which appeared to be the general theme) to the control (11th at Villaines 1009km) with good progress made. On arrival, the town was alive with a large welcoming crowd. Felt in good spirits at this point as there was a mere 220km left to finish with 18 hours left.

Next stage to 12th control Mortagne (1090km) was hillier than I remember from outbound leg, and at this point of the journey, the tide appeared to change for the worse. Just after sunset on a long steady climb, my right knee started to get sore as my speed began to drop through fatigue and over exertion. Sadly I had to say farewell to my 3 Essex companions, and told them to progress without me. My only plan was to go into recovery mode and try and 'limp home' as best as I could.



Doubts now began to creep into my mind as to whether I would get to the finish within time. Within 1 km from summit of control 12, I began to lose a lot a momentum on the climb and did not understand the reason for this, as my legs felt fine. I can only presume it must be mental fatigue due to sleep deprivation. Got off the bike and laid on a grass verge on the road side for 10 mins to rest my eyes. Got back onto the bike and rode to the control and felt much better, it was surprising how a brief stop can rejuvenate a tired mind and body. Had another 90 minute 3rd night interrupted sleep at control, again just resting my head and eyes on the dining table in the huge canteen hall.

Penultimate leg to No.13 control to Dreux (1167 km) started with steep descent to bottom of valley followed by a steep ascent of next climb. Found myself riding with an Italian group of some twenty riders strong led by a senior 'godfather' and trying to ascend a steep narrow lane carefully with a sore leg. I was concerned about losing my pedal stroke and causing a crash as I was totally boxed in with no room to manoeuvre. This section was undulating and rather cold as the mist began to form.

I finally reached the penultimate control early Thursday morning; to briefly meet up with my 3 earlier Essex companions. From this point of the ride, heavy rain began to fall persistently. I could not complain as the preceding dry warm weather had been kind, with gentle breeze and no significant headwind.

Feeling more relaxed in my mind, I only needed to complete the final leg of 63km with 6.5 hours remaining.

The last leg was generally flat with a few lumps and found myself with many waves of riders now within sight of Paris. The pace was steady and calm as everybody just seemed content in just rolling home.

I finally arrived at Saint-Quentin-en-Yvelines with a total time, just over 88 hours, for a full value ride. I didn't really feel too jubilant in what I had just accomplished as I crossed the finish line, but was extremely relieved that the ordeal was over and ended up being more mentally tired, having to endure less than 6 hours sleep over 4 nights. The route had contained more hills than I had anticipated or was led to believe by Brian Taylor, but I was fortunate not to suffer any mechanical or stomach issues.

I have to mention that the food offered at controls was very good; soup, fruit, salad, pasta/rice, cake, desserts, sandwiches; generally I was spoiled for choice. The only regret I had was that I should have tried to relax and absorb more of the atmosphere, instead of feeling tense and too focused in completing PBP just to get the finisher's medal.

Spent Thursday afternoon catching up with much needed sleep in the car; before heading for Calais for the return Friday afternoon crossing to UK. I learned from other UK entrants of an alternative and more enjoyable journey to Paris involving catching a train from your home town to Portsmouth or Newhaven for overnight ferry crossing to Cherbourg or Dieppe. Allow 2 days to ride the 170kms to the velodrome in Paris, which presents the opportunity for a gentle warm up, help ease any pre-ride nerves and to acclimatize to the continental ambience.

18^{ème} PARIS BREST PARIS RANDONNEUR 2015

Raymond's official PBP photo also shows his finishing time



PARIS
BREST
PARIS
RANDONNEUR

Finisher: 88:06:42

Looking back, the following highlights of the ride I remember most vividly were the sheer number of some 5870 Randonneurs riding contrasting bikes, from drop bars to recumbents, to velomobiles, to elliptigos; and admiring those riders who courageously carried on regardless if they appear to be out of time at controls and finish. The amusing part was seeing so many sleep deprived riders laid out by the side of road grabbing a nap at all hours.

Five positive points to sum up PBP –

- Truly diverse international atmosphere
- Good choice of food at controls
- Undulating varied terrain
- Considerate and patient motorists
- And hospitality of French residents inviting tired riders to take a minute's rest and offering free refreshment and encouragement.

*One remarkable statistic, during PBP 2015, 4 riders aged between 81 and 85 years young started and completed the challenge within 90hours, with 100% start and finish success rate, surpassing all other age groups, and in my view, more impressive than fastest rider with a time of just over **42 hours**.*

Would I be tempted to try PBP again in 2019?

A definite maybe!

R.C.

And finally,

That's it for this month and hope you all are venturing back out on your bikes now that nights are getting lighter and this tepid winter is coming to a close.

And don't forget, heads up at all times!

Rog