



CycleClubSudbury

Spindle – October 2010

www.cycleclubsudbury.com

Despite the 'season' coming to an end, there have been plenty of things happening as the following articles show in this bumper edition. Highlight of the past month was probably the Tour of Britain passing through our patch. A lot of CCS riders were seen out on the route (and on the tele!) watching the spectacle. Dave Fenn has penned an account of the day for those unfortunates amongst you all who missed it through work or school commitments.

But there are still events happening and I have repeated the calendar as a lot of members seem to forget what's coming up, judging by the queries I get about certain forthcoming events!

SUNDAY CLUB RUN

From 3rd October, the first Sunday morning Club run in each month will be a shorter ride of about 25 - 27 miles. This is to enable people who feel a bit daunted by a longer ride, and new and prospective members, to try a slightly shorter run. If you've got any friends or relations who might like to give it a try, send them along, and come yourself -

with a membership of nearly 80, we should manage more than the usual 8-10 riders for Club runs. There will be a cafe stop, and the pace will be that of the slowest rider - no one will be left behind. Start time 9am as usual, from in front of St Peter's church on Market Hill, Sudbury

Sunday 17th October INTERCLUB HILLCLIMB

There will an Interclub Hillclimb at 11.00am at Dalham Hill (roughly between Bury and Newmarket) and I would expect the Sunday club run to making the trip over. (Check with Mark Gentry) It's a fairly laid back affair and you don't have to be a super quick hillclimber to take part. It's just an excuse to get out on the bike and have some fun.

Sunday 31 October.

Herts CTC 100k Emitremmus Desrever audax ride from Stevenage.

TRAINING TALK.....

Thursday evening 4th November

at 7.30pm at the Stevenson Centre, Gt. Cornard. A talk about fitness and training relating to time trials and racing, by Dave Green who is the R.A.F.'s head cycling coach. He is also one of the regions top time trialists and has competed, with success, in the Race Across America (RAAM) with the RAF, so he knows what he's talking about!

Essential listening for our younger and senior members who want to improve their T.T. times.

CCS OPEN HILL CLIMB

11am. on Sunday 7 November

Cycle Club Sudbury organises an Open Hill Climb in November each year, incorporating the East District Cycle Association Championship.

This is held on Watson's Hill, from the B1115 Hadleigh to Bildeston road at Semer Bridge up towards the Hollowtrees farm shop.

Semer Village Hall on the Hadleigh to Bildeston road is used as the Headquarters for this event. Refreshments are available on the day.

Entry forms can be downloaded from either the CCS website at www.cycleclubsudbury.com or the Cycling Time Trials website at www.ctt.org.uk, and must be sent to.....

Andrew Hoppit, West Lyn, Hall St, Long Melford, Sudbury, Suffolk, CO10 9DY (tel 01787 373158, mobile 07884 234725) by not later than 25 October 2010.

Thursday evening 25th November

Club AGM at 7.30pm at the Stevenson Centre, Gt. Cornard. More entertaining than it sounds!

Thursday evening 9th December.

Quiz night. The hugely popular and good time event of the season, again at 7.30pm at the Stevenson Centre.

Thursday evening January 13th 2011.

Subs night, which is a good reason for a catch up and get together after a miserable winter!!

Also at the Stevenson Centre at 7.30pm.

A DAY OUT AT THE TOUR of BRITAIN.

By Dave Fenn

For the first time the Tour of Britain in its current format was to visit East Anglia for two days in September for stages 6 and 7. In previous years London has been the closest the race came to our area. Stage 6 started in Kings Lynn and finished in Great Yarmouth.

The 152 km Stage 7 started from Bury St Edmunds and finished in Colchester, the route being ideal for seeing the race in several locations due to its winding configuration.

With many of the top European teams riding along with a crop of home grown teams the event looked to have the ingredients to be an exciting race.

The day of the 7th stage dawned warm and sunny, a welcome start to the day as a group of CCS riders met on Sudbury Market Hill to ride to Bury St Edmunds with the intention of mingling with some of the world's top profession racing teams.



CCS Ed Clancy look-alikes at Bury

The atmosphere in the start area on Angel Hill was electric, with the crowd being wound up by the commentator assisted by a very attractive podium girl. Team cars were arriving, bikes were being prepared, and many of the riders were relaxing with their team mates ready for the start.

The Sky Team Bus arrived and quickly attracted a large crowd of fans all wanting to see Bradley Wiggins and Geraint Thomas, I did manage to get a couple of close up pictures of them but it was impossible to get within touching distance as the crowd was about 3 deep.

The HTC Columbia, Cervelo, and Garmin Slipstream teams were also attracting a lot of attention from the fans. Whilst the stage start was 10-15 we decided we must leave at

10-00 am in order give us sufficient time to get to the Hill Prime at Foxearth. The police had closed the race route roads out of Bury St Edmunds so we were now riding on closed roads with the assembled spectators cheering us as we rode past. We rode through red traffic lights with the Police looking on and got a fantastic cheer from a group of school children waving their flags, Viv gave them a well executed two armed victory salute (show off).

We took the back road through Hartest and Glemsford to get to Foxearth and the King of the Mountains prime. Soon the Police outriders came through, the helicopter indicating the approaching riders. A break of two riders came through taking the hill with little effort and not contesting the prime. About 2 minutes later the Peleton arrived led by a Sky rider, sweeping past at about 25 mph, followed by the team cars (I did get a Motorpoint Marshalls Team Cap thrown from their team car.....and it is in CCS colours). Once the race had passed it was on to Ballingdon Hill for the third King of the Mountains Prime of the day. We joined a peleton of about 100 riders all with the same idea of seeing the race on Ballingdon Hill.

Ballingdon Hill was lined with spectators all the way up on both sides so it was crucial to make the climb look easy even if the lungs were bursting with the effort.

Once again the race was preceded by the Police motor bikes and the Helicopter signaling the arrival of the two man break followed a few minutes later by the fast moving peleton making light work of the hill. The spectators, particularly the school children were having great fun cheering the race through.

While the race headed out to Braintree and Maldon we rode to the Finish at Colchester. The commentator at the finish was having a great time winding up the spectators, combined with the loud music it created a fantastic atmosphere. It was difficult to see much of the finish due to the sheer volume of spectators, in some places close to the finish line the crowd was about 5 deep, however the excellent commentary by Hugh Porter kept everyone informed about the race. The excitement and noise rose to a crescendo when the riders sprinted up the lung busting North Hill to the Finish line. It was now time for the Podium girls to earn their money, looking glamorous for the

photo shoot and prize presentations and the obligatory kisses for the winner.

We unanimously agreed it was a superb day out, helped off course by the brilliant weather. We all made our way home in time to see the race highlights on channel 4 hoping to see ourselves on TV.



Our colours **do** stand out in a crowd so it was easy to pick out a group of CCS riders at the hill primes and the back end of Andrew at Foxearth (perhaps not his best side).

My only question is.....when is the race going to return to our area?

I DON'T BELIEVE IT!

TRACK CYCLING - UCI WORLD CUP SERIES.

The last round in this winter's series will take place at the Manchester Velodrome from 18 - 20 February 2011. A CCS trip is planned for the Saturday, 19 February. In the last Spindle, I asked if anyone interested could let me know, to give an indication of our ticket needs - once they're released, they sell out within the first hours. I had ONE reply - I can't believe there isn't more interest than this!

Now's your chance, so e-mail me now at robinandpam@tiscali.co.uk if you want to go, or have any queries. To whet the appetite of our Juvenile and Junior members, we're proposing to give them free admission tickets, although a contribution to petrol costs will still be needed.

WORLD DUATHLON CHAMPIONSHIPS

By Barbara Law

The 2010 World Duathlon Championships were held recently in Edinburgh. As well as elite athletes on the Sunday, 800+ age-groupers from 20-80 years old, competed on the Saturday. Having competed in three previous world champs you would expect me to be getting used

to pre-race nerves but for the last weeks before the event I was in a bad way.

All the info about the courses said that it was the toughest ever and I began to panic and wished I wasn't going.

Although I had trained very hard on my bike – going up hills in a higher gear than normal – doing 10 circuits of Hog Hill with its short but very sharp climb and managing 3 times straight up and down the notorious “North Hill” in Danbury (as used by Viv for his pre Mont Ventoux training), I could not convince myself that I would be fine.

The race consisted of a 10k run – 4 laps with long drags up then 41.6k bike – 5 laps of Arthur's Seat with testing climbs and steep twisting descents on a narrow road – then another 2 laps of the run course for the last 5K.

The profile of the course looked to me like a mountain stage of the Tour de France.

We were unable to ride the course until the evening before the race when the road was closed to traffic as we were riding it the opposite way to normal traffic.

My main aim was to finish without having to push the bike at all.

I ran a steady 10k and was 3rd in my age group into transition, behind the Canadian girl who had won last year in North Carolina and a New Zealander who also beat me last year but whom I had beaten in Rimini when I got a bronze medal. The bike leg was not my finest hour. I became more confident of climbing the hills each lap and managed the downhill's better each time but I was reluctant to give it my all in between with the thought of the next climb in the back of my mind. An American passed me on the bike leg.

I started off with cramp on the final run but got going and was the 2nd fastest in the age group over the 5k. It was not enough to catch the 3rd placed American so I had to settle for 4th, which was what I deserved.

I had said before the event that I would never compete at this level again as I had felt so stressed by it all.

However, the bad memories fade and who knows! The whole weekend was a great experience – being a part of the Great Britain team and meeting athletes from all over the world and I'm glad I went.



SUPER RANDONNEUR – FINALLY

By Viv Marsh

In 2009 Dave, Brian, Andrew, George and I rode the Asparagus and Strawberries 400km Audax and all agreed that while was fun we didn't need to make a habit of riding such a long way. So I was a little surprised when Dave suggested doing it again at the beginning of 2010. Not wanting to look a softy I agreed to give it another go. Andrew and Brian were up for it too so presumably didn't want to appear to be softies either. (We let George off as it would be right in the middle of his exams.)

Later on when the Seething 600 was being discussed, Dave was the most keen as he said he'd like to attain his first SR series. An SR series is a "Super Randonneur" which involves riding a 200, a 300, a 400 and a 600km Audax in the same season. I had no intention of riding the whole 600 and even had my doubts about doing the 400 again but in an act of pure chivalry said I'd enter both and ride at least some of the distances to support Dave in his SR efforts.

As reported in Spindle, August 2010 we all completed the 400 and then to my pleasant surprise we successfully completed the 600 too (both crossing the Reedham Ferry). We had all done several 200s by this point and Brian and Dave had also done a permanent 300 (in fact Brian had done several 400s as well). So that was that. Dave had achieved his first SR and apart from a second 600 Brian had done it twice! They had their pictures in the paper and a nice write up acknowledging their fine achievement and we could all go home happy.

That would have been a satisfactory conclusion to the 2010 season but whoever wrote that article kindly pointed out that I only had to do another 300 and I could claim SR status too. Bugger. I never set out to do an SR series but now it was in the paper that I hadn't quite made

it. The nights were already drawing in, there weren't many local (flat) 300s left on the calendar, and I was on my own! So somewhat reluctantly I sent off my entry for the Mildenhall 300 at the end of August even though I could think of many better things to be doing on the bank holiday weekend (not least of which – visit the Mildenhall Cycling Rally perhaps!).

I had ridden this event previously in 2008 so knew the route which came back to Manningtree and on familiar local roads so it wouldn't be too bad even though I'd most probably be doing it on my own. When the route sheet came through though a new route had been introduced which went up across the Broads (across the Reedham Ferry again) to the Norfolk coast and back. Last time I got up early and drove to Mildenhall for the 4am start but I didn't sleep well and set off already very tired. This time I decided I'd go up on Friday night and camp at the rally instead. When I got there Brian was already pitched up as he'd decided he would ride yet another 300 after all. My plan worked fine and I got 4 or 5 hours good sleep. I awoke in good time and was all ready to go by 3.45am. Just time in fact for a second cup of coffee. Wrong. I burnt my mouth gulping it down and only just made it to the start line by 3.59. As I flustered to get ready I was hampered by an Audax pen I was still attempting to scribble down my details when - whoosh! Everyone else shot off and I was left in the settling dust cursing the famously unreliable pens. I gave up with the pen and set off in hot pursuit but I had no head torch so had to stop under a street light to read the first instruction. Unfortunately though the instructions were as good as the pens and I'd raced out as far as the bypass before realising that this wasn't the way to Worlington!

By now I was already several minutes behind everyone else so settled down for a long lonely ride into the dawn. After 10 or 15k though I started to pass the odd rider then some small

groups. I pushed on and met up with Lindsay from yacf (whose bike I helped mend on the 600) and rode with her for about 40km. She was already slowing down though and started to say she might pack when we went passed her house at 80km. So I left her behind and set off on my

own again. The first café was at 115km at a supermarket in Diss. So I time trialed for another 40k and when I got there I met a few other groups including Ed Nevard from Witham CC and so rode with them for the next leg up to the Broads and across the Reedham Ferry. Ed helpfully pointed out that we only needed to do a "Reedham Ferry 200" to get a "Reedham Ferry SR series". I politely told him to bog-off!

The next control was at Ranworth Broad and when I got there I met Brian for the first time who was just leaving in a small group. So I refueled and set off on my own again to see if I could catch him. I'd been doing some mental calculations and reckoned if I kept going at the same pace I'd finish in a little over 12 hours – 3 hours faster than I'd expected so might finish before 5pm! I'd started right at the back and had gradually worked my way up to almost the front passing almost all of the other riders. Thus inspired I finally caught Brian at the next control at Mundesley on the NE Norfolk coast but the wind coming off the sea had slowed us all down significantly. Together now we unpicked the very dodgy route sheet and made our own way to Aylsham. During this leg the heavens opened and we got our first soaking of the day and had a more or less headwind all the way back.

After Aylsham the route seemed to just give up on inventiveness and interestingness as well as helpfulness and just blatted back along A roads most of the way. The wind was strong and gusty and slowed us down along with several stops to don and un-don our waterproofs. It also occurred to us that the distances were not very accurate and in fact we were on for at least 320km if not more adding another hour to the journey. I'd enjoyed the first 150km on nice roads in good conditions but now the enthusiasm drained away as we trudged on into the deteriorating conditions and towards an apparently receding finish line.

We met up with Ed's group again at Bawdeswell and when we got another soaking in Thetford forest, we all split up looking for shelter. Luckily I'd brought a map so hid under a tree to try and work out where Mildenhall had disappeared to. Brian came by again and I rode with him for a bit

but then noticed that many of the riders I'd been passing all day were now starting to pass us again. One large group came passed and on a long straight I could see them join up with Ed's group ahead. Annoyed, I pushed on again and after a while caught this large group for the final drag into the finish.

I clicked up 330km before I got there but eventually Mildenhall couldn't hide any longer and we finally finished at about 7.20pm somewhat down on my earlier prediction of 4.30pm! I didn't mean to do it but it kind of happened by accident. It's not the sort of accident that usually happens to people but that's how I did my SR series. Now that's out of the way I can forget all about it. Hmm..Now about that Reedham Ferry SR.

- (Now that Viv has stopped messing about and has finally got his S.R. Series in the bag, how about doing an International S.R. Series which involves doing the same distances, but each one in different country? Just a thought Viv... you always said you like doing something with a high probability of failure. Ed)

We had this e-mail come through recently and thought it may be of interest to our members.

Dear Club Secretary,

Working with the likes of CycleStore, Halfords and others, we have developed the finest cycling cover available in the UK today. The value to your members in joining our unique scheme for only £12 a year is immense:

- **If any bike in your family is damaged beyond repair in a non-fault accident we will pay in full to give you a brand new replacement bike on a like-for-like, new-for-old basis. No matter how expensive or specialized your bike**

may be, it will be replaced with a brand new one of the same value free of charge.

- We will repair any bike in your family free of charge in the event of a non-fault accident
- Total Cycle Assist membership doesn't just cover one person and one bike; it covers EVERYONE in your family and ALL the bikes you own for only £12 a year
- All bikes of every calibre and type are covered: hand-built road-racers; mountain bikes; recumbent; tandem; folding; electric

Special offer for all cycle club members:

Cover yourself, your spouse and all your children and all the bikes in your family for only £12 a year with the following coupon code: CC3

This will take £3 off our usual £15 annual fee. Simply click the link below to go to our special cycle club website where you can use this coupon code:

Yours sincerely, **Robert Deakin**

Membership Services Director

Total Cycle Assist Ltd

Find out more on the link below
www.cc.totalcycleassist.co.uk

**SPEED JUDGING COMPETITION,
HAWKEDON**

A record team of 11 riders left Sudbury for Hawkedon. We arrived shortly after 10am, (having paused only for the more fool-hardy members of the team to have their photos taken negotiating a ford) to find organiser Ted Jackson of Haverhill Wheelers waiting for us with two-thirds of the three-man Wheelers team. True to form, no riders from West Suffolk Wheelers appeared.

Below, are each rider's fastest times on each course for the season just gone (2010) for the Evening TT Series. Also shown are the new 2011 Target times which will be the times you will need to improve on,

Ted sent us off at 1 minute intervals around the very lumpy course. Lumpy both in the hilly sense (lots of short climbs) and road surface - a third of the course was to be closed the next day for the start of pothole/road repairs!

Once around the course and back, slowing only to allow spectators Brian and Jenny Mann to focus their camera.

Speaking as a rider who gave up time trial riding after a very few years because of the pain involved, it was very pleasant to ride in a competitive event without the pressure of high speed. My technique was not to have a technique, but just ride at a natural pace, limiting myself to small chain wheel gears only.

When all the riders were back, we stood in the increasingly chilly breeze while Ted completed the results table.

Viv Marsh	CCS	0 sec
Alistair Baker	Haverhill	2 sec
P Wiseman	Haverhill	3 sec
Colin Dales	CCS	5 sec
Robin Weaver	CCS	6 sec
Terry Law	CCS	8 sec
David Rose	CCS	10 sec
Andrew Hoppit	CCS	11 sec
David Fenn	CCS	23 sec
Mark Gentry	CCS	31 sec
Peter Whiteley	CCS	35 sec
Barbara Law	CCS	49 sec
Mac MacDermott	CCS	63 sec
M Grainge	Haverhill	64 sec

Viv – the same time exactly in both directions! How is that possible? He was riding fixed – I imagine fixed riders have a far greater awareness of their cycling cadence than geared riders. Viv claims to like a challenge with a high probability of failure – he certainly succeeded here, even though the challenge was less stringent than other recent rides! Half the riders were within 10 secs of the same time – I'm sure this is far more than usual on this event.

A good fun morning out - try it yourself next year.

to gain the points for next years competition. This is usually 3% higher than this years fastest times to give the younger riders a kick start at the beginning of the new season and to give the older one's some respite for....well, getting older!

Name	B10/39 (Lav.10) 2010 Fastest time	2011 Target	Brent Eleigh 2010 Fastest time	2011 Target	Acton 2010 Fastest time	2011 Target	Hitcham 2010 Fastest time	2011 Target
N.Baker	25.04	(25.57)	20.28	(21.11)	20.46	(21.30)	38.01	(39.21)
S.Barnes	27.38	(28.36)	22.15	(23.02)	22.12	(22.59)	40.34	(41.59)
G.Buckles	28.17	(29.16)	23.25	(24.14)	23.50	(24.40)	41.58	(43.26)
N.Bull	28.00	(28.59)	22.42	(23.30)	0		0	
R.Bush	0		29.00	(30.01)	30.34	(31.38)	0	
N.Crisp	27.03	(28.00)	22.13	(23.00)	0		0	
R.Davies	22.47	(23.35)	19.05	(19.45)	19.12	(19.52)	32.25	(33.33)
S.Daw	23.07	(23.56)	19.04	(19.44)	19.19	(20.00)	32.09	(33.17)
D.Day	24.15	(25.06)	0		20.18	(21.01)	0	
A.Dyson	28.18	(29.17)	23.21	(24.10)	23.23	(24.12)	39.16	(40.38)
R.Harman	24.38	(25.30)	20.48	(21.32)	0		0	
C.Harris	32.21	(33.29)	0		0		0	
C.Hill	27.20	(28.17)	22.07	(22.53)	22.03	(22.49)	37.05	(38.23)
A.Hoppit	27.22	(28.19)	22.17	(23.04)	22.40	(23.28)	38.51	(40.13)
G.Hoppit	24.28	(25.19)	20.39	(21.22)	20.35	(21.18)	34.56	(36.09)
S.Kirk	25.07	(26.00)	0		0		0	
W.Kitcher	0		21.32	(22.17)	21.11	(21.55)	0	
B.Law	32.16	(33.24)	26.47	(27.43)	0		44.46	(46.20)
T.Law	28.53	(29.54)	23.38	(24.28)	0		0	
B.Mann	26.44	(27.40)	22.55	(23.43)	0		0	
T.Mansfield	30.01	(31.04)	0		0		0	
B.Marsh	27.17	(28.14)	21.49	(22.35)	22.38	(23.26)	38.49	(40.11)
J.Marsh	27.42	(28.40)	22.31	(23.18)	23.11	(24.00)	38.04	(39.24)
V.Marsh	26.02	(26.57)	21.41	(22.27)	21.09	(21.53)	37.31	(38.50)
B.Mayers	26.01	(26.56)	22.04	(22.50)	0		0	
L.McKnight	32.34	(33.42)	26.13	(27.08)	25.48	(26.42)	45.28	(47.03)
T.Moore	34.21	(35.33)	27.25	(28.23)	28.03	(29.02)	47.53	(49.34)
J.Newton	26.24	(27.19)	21.55	(22.41)	22.22	(23.09)	0	
G.Palmer	28.53	(29.54)	23.08	(23.57)	0		0	
T.Pillet	26.09	(27.04)	21.38	(22.23)	21.00	(21.44)	36.36	(37.53)
D.Rose	31.13	(32.19)	25.14	(26.07)	0		0	
J.Rush	23.22	(24.11)	18.56	(19.36)	19.13	(19.53)	32.45	(33.54)
J.Shotbolt	31.40	(32.47)	26.34	(27.30)	26.14	(27.09)	44.49	(46.23)
M.Shotbolt	23.13	(24.02)	19.27	(20.08)	19.53	(20.35)	33.50	(35.01)
J.Steed	32.03	(33.10)	25.39	(26.33)	27.48	(28.46)	47.31	(49.11)
S.Tyrrell	24.12	(25.03)	0		0		36.11	(37.27)
J.Weatherly	27.03	(28.00)	22.06	(22.52)	22.07	(22.53)	37.16	(38.34)
S.Wright	22.04	(22.50)	0		0		30.57	(32.02)
* 38 CCS Riders in total took part in the 2010 Season							= Fastest rider	

C.C.S. Riders Open T.T. Results - 2010/August

Date	Event	Course	Name	Dist	Time
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07-Aug-10	ECCA - Newmarket	E2/10	R.Davies	10	21.31
07-Aug-10	ECCA - Newmarket	E2/10	D.Day	10	22.39
07-Aug-10	ECCA - Newmarket	E2/10	S.Kirk	10	23.31
07-Aug-10	ECCA - Newmarket	E2/10	L. Finch	10	27.28
07-Aug-10	ECCA - Newmarket	E2/10	T.Law	10	27.46
07-Aug-10	ECCA - Newmarket	E2/10	B.Law	10	28.38
07-Aug-10	ECCA - Newmarket	E2/10	B.Bush	10	31.31
07-Aug-10	Stowmarket & D.C.C. Debenham	BS33	S.Daw	20	48.35
07-Aug-10	Stowmarket & D.C.C. Debenham	BS33	J.Rush	20	50.25
07-Aug-10	Stowmarket & D.C.C. Debenham	BS33	B.Lee	20	58.23
07-Aug-10	ECCA - Newmarket	E2/10	D.Day	10	22.39
08-Aug-10	Colchester Rovers CC - Peldon	E22/47	S.Kirk	47	02.05.52 PB
14-Aug-10	Kings Lynn CC - Mundford	B25/33	S.Daw	25	59.52
14-Aug-10	VTTA - Newmarket	E2/10	D.Day	10	23.10
14-Aug-10	VTTA - Newmarket	E2/10	B.Bush	10	32.14
15-Aug-10	Anglia Velo - Wymondham	B10/3	D.Day	10	23.16
18-Aug-10	SPOCO - East Hanningfield	E18/6	S.Daw	22	59.52
21-Aug-10	Shatesbury CC - Hog Hill, Hainault	E101/10	J.Rush	10	26.07
22-Aug-10	VC Baracchi - Bungay	B50/7	J.Rush	50	02.03.20
28-Aug-10	TT.Weekly - Woolpit	B10/34	J.Rush	10	22.00
28-Aug-10	TT.Weekly - Woolpit	B10/34	G.Hoppit	10	24.13
28-Aug-10	TT.Weekly - Woolpit	B10/34	L. Finch	10	28.12
28-Aug-10	TT.Weekly - Woolpit	B10/34	T.Law	10	28.25
28-Aug-10	TT.Weekly - Woolpit	B10/34	B.Law	10	30.52
28-Aug-10	Victoria CC - Ugley	E1/10A	B.Bush	10	36.32
30-Aug-10	VC Norwich - Wymondham	B10/3	J.Rush	10	23.08
	fastest time to date =		* Club Record		PB - Personal Best