



Holiday pics from Issoire – Start town, Stage 9 Tour de France. Anyone fancy a new trend in hedges.



Spindle – September 2011 cycleclubsudbury

So where did 20 weeks' worth of Evening Time Trials go? It doesn't seem 5 minutes ago we were starting the Series. Does this mean summer has finished. Not yet I hope as there is plenty of activity still going on with Audax rides and Open Time Trials. A list of the final placings and details for the Evening Series is shown further down but huge congratulations to Nick Baker, our new Evening Series Champion.

At the moment it's been raining off and on for days although we didn't lose any Thursday evening T.T.'s this season thanks to a bit of luck and the efficient running by Brian, Alison and Linda. It can't be overstated enough the brilliant work they do in bringing you the opportunity to 'play' every Thursday evening and would like to thank them on the clubs behalf for their commitment and enthusiasm.

This month's edition is a bit thinner than usual as I've been away on 'me hols' for couple of weeks and have had less time to badger (sorry Dave) you all for some input. (Still need more stuff, though) (Have just checked the final page content and it appears bigger than ever, thanks to some last minute material!)

After getting back to 'Sunny Suffolk', I made an amazing medical discovery. We hired some clunky mountain bikes for getting out into the deserted French byways and cafes and on my first ride out, back home, I got out of the saddle to get up the first hill and discovered that legs have their own memory cells. They were expecting me to be pedaling a heavy mtb but were surprised when they found out it was my lightweight road bike. The outcome was that I flew up the hill with very little effort. Those of you that know me will appreciate that 'Roger, flew up hill, little effort' are not words you would not normally associate with me. So, the only explanation is that not only do our heads have memories, but our legs do as well. There's no other explanation! I'm sending all my findings to the medical journal 'The Lancet', for them to investigate further.

As I said earlier, there are still some events to enjoy in the late summer sunshine (!)

This next one is as they say 'A bit of Fun' but very enjoyable as well. I even won it once, so there's hope for everyone...

SUNDAY 18 SEPTEMBER: INTERCLUB SPEED JUDGING AT HAWKEDON WITH WEST SUFFOLK WHEELERS AND HAVERHILL WHEELERS

What's Speed Judging, you may ask. It's not about outright speed – more subtle than that. The event is run by Haverhill Wheelers, on a triangular course about 3.5 miles long and including a couple of hills, with the start/finish on the green opposite Hawkedon church. Riders are sent off at one-minute intervals, as in a conventional time trial, and ride at any speed they want around the course; arriving back at Hawkedon, they pass a timekeeper, their time being recorded, and then without stopping cycle back around the same course in the reverse direction.

The aim is not to be the fastest rider, but to complete the two legs in times which are as near as possible. It can be done – a couple of years ago, Mark Gentry achieved exactly the same time in both directions. One other thing – watches and bike computers are left at the start, obviously!

This is a great event, competitive, but in no way treated too seriously. The start time is 10am at Hawkedon, so instead of the normal club run those taking part cycle over, about 10 miles, leaving Sudbury Market Hill at 9am, back about the usual time. Depending on the weather, a windproof top might be a good idea – waiting about on the green has been very chilly once or twice. *Robin Weaver*

Cycling Shorts.....

Simon Daw continues his winning ways in grass track racing. During the event organised by Team Welwyn at Hertford this month, he won the 'Devil take the hindmost' elimination race and took 3rd place in a leg of the National Grass Track Endurance League.



Good to see Len Finch back in the saddle again. He has recovered (redecorated?) from his waterworks problems (house, not body!) and has been out on the E2 for his first 10 mile TT. His time of 29.12 shows he hasn't lost any of his fitness over his layoff months! Welcome home Len.

Another member who has quickly returned to the Time Trial scene is our recently traumatised Barbara Law. She has been out on the Open Time Trial roads despite being less than fit from her injuries, in a bid to get ready for the Age Related World Duathlon Championships in northern Spain. We wish her well and hope she brings back a medal which she richly deserves.

It's also good to report that Barbara's other half, Terry, is back on the bike and I had the opportunity to ride out with him recently for a 'gentle' 25 mile ride. He seemed to be going ok and even beat me up one of the hills, which is not very difficult to achieve. He hopes to be back to full fitness, after his 'summer break', ready for next year's TT season.

Membership secretary Robin Weaver tells me that he has just signed up our 100th member, Matthew Baker to the club!

Recent new members include:-

Denise Leeder, Great Cornard

David Scott, Clare

Mark Hanley, Boxford

Alex Flinn, Glemsford

Jody Downs, Great Cornard

Matthew Baker, Newton Green.

Welcome to you all.....

If any member would like a copy of the 2012 CTT Open Time Trial Handbook, please give Stewart Kirk an email on..... stewartkirk@melaviation.co.uk

CCS HANDBOOK

Work will soon be starting on next year's Club Handbook.

If you work for, or run a company that might like a full page advert in this super quality publication (cost about £50), please contact Dave Fenn

Dave Fenn (e mail dr.fenn@tiscali.co.uk)

or Robin Weaver(e mail robinandpam@tiscali.co.uk).

If you've got any ideas for things you'd like to see in the Handbook that aren't in this year's edition, please contact Robin Weaver (e mail as above) or Roger Rush (e mail rushr23@aol.com). *Robin*

Cycle Club Sudbury Clothing Stock List @ 17/08/2011

	S	M	L	XL	XXL	
Short sleeve road Jersey	4	4	3	1	2	£40.00
Long sleeve road jersey	4	3	1	2	2	£43.00
Sleeveless road jersey		2				£38.00
Lightweight windtex - training top		2	1			£52.00
Gilet		3				£34.00
Ultra packable - windproof top		3	5			£44.00
Bib shorts		1				£45.00
¾ Lycra bib nickers		1	3			£44.00
¾ Thermal bib nickers		3	2			£44.00
Biblongs		2				£44.00
Lycra arm warmers		2				£17.00
Thermal arm warmers		1				£20.00
Premium skin suits to order only						£68.00

This stock is available from Colin Dales, our clothing secretary, on a first come, first served basis; e-mail; colindales@hotmail.co.uk.

A new order is about to be placed with our supplier. If the items you want are not currently in stock, could you please e-mail Colin with what you want, including size, BY 9 SEPTEMBER AT THE LATEST, so that he has an idea of what to order. The bigger the order, the greater the suppliers discount. These items should be available in mid-December.

My Cycling Life - Part 2, Beginning Racing 1980/81 *By Viv Marsh*

Peter Bloomfield and Harold Raymond persuaded me that I ought to try my hand at road racing. I'm not really sure where their faith was laid – I'd been only slightly above average at the club 10s. By summer 1980, aged 14, I'd improved my 10-mile TT time to 26:34, which I was pretty pleased with as a touring only boy but was a long way off Steve Howe's 23:20 and Guy Palmer's 24:30 on the same Leavenheath course. Maybe it was from some spirited riding in club runs that often used to develop into fully-fledged chain gangs. In those days nothing was open on a Sunday so there were very few cars about and the roads belonged to us cyclists.. Even the 'A' roads were fair game. We'd often have echelons stretching from kerb to kerb. As I remember it the camaraderie was superb.

Nevertheless the entry for my first road race was duly sent off. The Taylor's Foundry RR at Haverhill in the late summer of 1980, was very nearly my last.

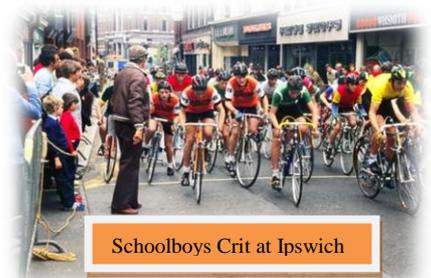
The event was run by the now late Eddy Taylor, who's son Gerry was one of the top national riders. I had stripped down my touring Claud Butler and got myself a CC Sudbury orange jersey, a BCF schoolboy racing licence, a pair of mitts and borrowed a helmet. They weren't really helmets like you see today but if you wanted to race you had to wear one even though everyone hated them and they came off the instant you finished. Nobody wore one through choice and

never whilst training or time trialling.

Accompanied by my parents and

grandparents armed with

cameras, I lined up in the schoolboy race alongside everyone else. It was 16 laps of an industrial estate covering 10 miles in total. Everyone else seemed far more experienced than me and as soon as the flag dropped they all shot off round the first corner. I pressed on the pedals as hard as I could but



Schoolboys Crit at Ipswich

immediately noticed that my back wheel had pulled over right at the start and was rubbing on the chain stay! Pumped with adrenaline and not much else I decided to press on with it rubbing. This, of course, slowed me down and was also damaging the tyre so after about a lap and a half I stopped to re-align the wheel.. I was allowed a 'lap out' and rejoined where I was when I'd stopped – but this was already well behind the bunch. I tried to get back on but was obviously achieving nothing and was lapped on the 13th lap before being pulled out before the finishing lap.

A rather inglorious start then. I was ready to give that up as a bad job but Kev Raymond persuaded me to come with him to race at Eastway the next month. Eastway was a purpose built cycle racing circuit in Stratford, which hosted races for all categories every weekend as well as mid-week for more local riders. London was a long way from Sudbury in those days but Kev's parents, Harold and Pat, kindly offered to take me along. The racing at Eastway was a fantastic! I still got dropped – but not until near the end this time. As I recall we both managed to avoid being lapped so were thrilled to get our first finish placings.

So I was all fired up over the winter of 1980/81. We had some good successes in the end of season hill climb events and trained hard all winter. We rode the Sudbury reliability trial as well as ones at Bury, Ipswich and Colchester before returning to Eastway for the Becontree Criterium series of 3 races in February and March 1981. This was a steep learning curve but after the third week we were both starting to gain a bit of confidence and even got a few lowly placings. Rather strangely, one of the first races of the season after this was the East Anglian Divisional Championships at Watton in Norfolk, where I was as delighted as I was surprised to finish in the bronze medal position.

My mentors at this time were Gary Davies and Guy Palmer who were both 2nd Claim member of the club but raced for Haverhill Wheelers who were indisputably the strongest local racing club at the time. Fortunately we all lived in Sudbury or Cornard so regularly trained together and often attended the same race meetings. Though they were a few years older than me they were both excellent riders and achieved some notable wins in junior and senior races. Gary also worked at Colchester Cycle Stores so regularly had lots of shiny new bits to tease and entertain us with which he enjoyed doing endlessly.. A feature of racing in those days that has now fallen out of favour was the scrutineering bike check. This was a very stressful moment for us – racing on a pocket money and terrified of not being allowed to start. Apart from safety checks – tyres, brakes, steering etc., as schoolboys (now juveniles) we were restricted to a 78 inch top gear which related to 52x18 though I used a 46 tooth 'big' ring and ran a 16 up block thus rendering the small 40t chain-ring

virtually useless but I kept it anyway because it was cool to have 10 gears.

Apart from regular events at Eastway the season was also made up of various town centre Criteriums. Kev's parents (being founding members of the club) were of course pleased that there was such a healthy interest amongst us youngsters and very kindly gave up their weekends to transport us all over East Anglia to take part in whatever races we wanted. I became adept at forging Kev's signature so he unwittingly entered all the races I wanted to ride (which was all of them!). We rode over 20 races that season at Watton, Norwich, Ipswich, Crystal Palace, Bury, Sidcup, Aylsham, Redgrave, Haverhill, Pulham Market as well as 10 times at Eastway.

But it was racing at Eastway I loved most of all, and in July I was lucky enough to win my first race there in the Finsbury Park CC meeting which turned out to be the club's first win in an



Racing at Eastway

open road race – an accolade, of which, I am still very proud. The entry fee was 40p – I think I won a tub (clinchers were unheard of then). Kev also came fourth in the same event. In August we returned to the Taylor's Foundry race at Haverhill and this time I was 2nd, which was a marked improvement on a year before. In September I won again at Eastway, this time in the Whitewebb's Autumn Criteriums. About this time CC Sudbury had at least half a dozen schoolboy and junior cyclist regularly taking part in open road races with Roger Webb and John Skinner being among the most regular to join Kevin and me. By now the club 10s had switched to Thursday nights. I'd already learnt that time trials weren't my thing but I recorded a 24:47 in June '81 which was about my peak.

Harold did a deal with Colchester Cycles and (with a bit of parental persuasion on my part) we each (Harold, Kevin and I) acquired new Barry Chick frames. These were highly desirable 531 double-butted frames (with 3 digit serial numbers) built by the resident Shorter Rochford frame maker from Potter's Bar. Needless to say we were delighted with them. I still have mine and regularly ride it as a fixie in the winter months. I don't recall what we paid for them but it was clearly a good buy – especially as my parents paid! Sadly my cherished Claud Butler that I'd taken such pride in saving for and building over such a long time barely made it 14 months before being relegated.

In August '81 Kevin and I were both fortunate to attend the National Youth Training Week – a residential course held (of course) at Eastway. This was a fantastic experience for us both. We lived and breathed racing cycling all day every day. From

jogging and exercising before breakfast, carefully controlled diet, lectures on racing, training, health and hygiene, cycling films in the evenings, to actual races on the circuit (in both directions) with and against forty or so other similarly enthusiastic 15/16 year olds from all over the UK.

Also we got the opportunity to ride at the Harlow open-air boarded track – now sadly gone. This was also something Kev and I felt we were good at and enjoyed very much but track racing wasn't really an option for us in those days. Apart from grass track racing which we did regularly there was little opportunity to explore this discipline of the sport. The last trip to Eastway that year was for a special event sponsored and attended by the great Eddy Merckx. So he watched us race and I was honoured to shake him by the hand. Very sadly, Eastway was bulldozed in 2006 to make way for the 2012 Olympic developments and now looks unlikely to be replaced to its former glory despite assurances that the Olympic legacy would be worthwhile in the long run. Kev and I returned for the last two races in 2006 but that's another story.

The other thing that we were quite good at was crashing. By its very nature, schoolboy racing was always close, fast and sprinkled with many differing expectations and abilities. Mix this in with liberal doses of over-enthusiasm and "don't give a damn" mentality and we were often on our bums nursing grazed elbows and knees and dragging wounded bikes back to the pits.

Fortunately we were never hurt too badly and this certainly did nothing to dampen our enthusiasm. 1981 had been an excellent and most memorable year cementing my love of cycling forever. In 1982 we would be Juniors (16 to 18) – things could only get better...

With November just round the corner-ish, it's not too early to enter our club Hill Climb. Please note the road closure details we have secured for the event!!

11am, SUNDAY 6 NOVEMBER: CCS HILL CLIMB

Our very own Open Hill Climb, incorporating the East District Cycle Association Championship. This year ***we've arranged for the road to be officially closed***, so no horse boxes slowing people up! 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.

A link to event details and entry form is on the website homepage, and course details under 'Events', 'Hill Climb'.

Entry forms to be sent to Andrew Hoppit, 9 Aubrey Drive, Sudbury, CO10 1PY,

by 22 October. Entry fee £7, cheques payable to

A. Hoppit

A Non Audax Mann goes Bottle Washing in Norfolk!

Feeling out of sorts early in the year, I decided to give Audax a miss in the hope of coming back refreshed for the next season. Thus released from the weekly (sometimes daily) grind of piling up the miles, I was able to volunteer to help on the Seething 600k Audax and see things from a different perspective. Here are my recollections of that weekend.

Friday dawned clear and bright. The dog knew something was happening and stuck close during our 7:00am walk. By 8:00am the clear blue sky was dotted by fluffy white clouds, an omen perhaps? Left home at 8:30am for organiser Keith Harrison's house in Hellesdon, Norwich where we loaded my motorhome and Keith's car and caravan with enough food to feed an army. I drew the short straw in the guise of 3 large bags of chopped onions – cue tears all round the Norwich ring road! I lost Keith at the first traffic lights and followed the wrong caravan, luckily it was going the right way.

Arrived at Seething Village Hall at midday, unloaded and prepared the hall, worked out how to put on the heating and boiler, etc.

Went to Morrison's supermarket in Norwich with Keith, who bought in bulk and with such military precision that I swear we were out in 10 minutes flat with 2 trolleys full with bread, meat, milk, salad, etc. By 6:00pm the hall was filling with riders and plenty of lively banter as old friends met. Soon there was a table with CCS riders Dave Fenn, Viv Marsh, Steve Barnes and Deniece Davidson, plus honorary members Mick Bates and Malcolm Howlett. David regaled us with his badger slaying antics and Viv refused to venture out into the pouring rain to put up his tent. I was kept busy pouring tea.

By 9:00pm it had stopped raining. Viv went out and after a while I went out to check out the variety of tents as favoured by self-sufficient cycle tourists. There were some grotty, well-used ones, some obviously new, probably bought for the occasion, most simple, easy to erect jobs, and then there was a veritable bungalow of a tent, taking up ½ an acre, whose owner emerged grinning, holding a huge mallet – none other than Viv, declaring it as only his third largest tent!

Bed by 10:30pm and up again by 5:00am to see off the riders at 6:00am. 54 riders started out, everyone spinning effortlessly in the drizzle except Steve



Brian's dogs Tent



The Marsh Marquee

Abrahams who had ridden to the start from Milton Keynes on his fully loaded fixed wheel bike (it took both hands and a lot of effort to lift it). Steve was riding 53 x 15 and his legs went round once while it appeared everyone else's went round 3 times! Did some washing up, then went by car with Chris Smith to man the first checkpoint at Crowfield. Riders came through telling us of the number of punctures en-route, obviously caused by last night's heavy rain washing flints into the road. Ed Nevard's lady friend Jane was feeling out of sorts, so wisely decided to pack up and return to Seething with us. Kept the checkpoint open for the full time because one rider was missing. He later turned up back at Seething, having suffered 4 punctures and a badly split tyre. Bad luck for a rider who needed this 600k ride to qualify for the Paris-Brest-Paris ride later this year.

There was a 100k ride from Seething and at 1:00pm I spent some time booking in riders returning from that, then off again in the car with Chris to Swaffham to run the checkpoint for riders who will have covered 250k when they reach us.

The checkpoint is at a garage where last year the manager was reluctant to allow access to the premises, this year all is well and the manager couldn't be more helpful, must be my negotiating skills!

The field was by now well strung out, the first rider reached us at 4:42pm, the last (who had had to replace a broken spoke) at 9:10pm. All except three were in good spirits. One was Arabella Maude riding a sit up and beg bike converted to fixed. Arabella was feeling grotty and didn't want any of the food we had on offer, preferring to sit for ¼ an hour resting, then bravely pedaling back to Seething.

Another was David Fenn, whose hands and wrist were playing up after his badger bashing exploits – not good with 350k still to go.

The third was a newcomer showing the classic symptoms of a rider who didn't want to leave the control – faffing about and discussing with all and sundry his options for tackling the latter stages, i.e. whether to sleep at Seething before the out and back leg to Garboldisham, or after. He worked out his likely average speed, how much sleep he would get, then made a decision and promptly changed his mind! After wasting the best part of an hour he left us, with Chris and I agreeing he was unlikely to finish the ride.

Eventually we were waiting for two riders – the one who had to replace his spoke and Malcolm Howlett (known to all as Scots Malcolm) who was reported by many riders as having been last seen asleep on a village green somewhere mid-afternoon and not seen since! Awkward for us as we had to wait right up to control closing time in case he showed up or until HQ informed us officially he had packed.

Luckily at 9:45pm we received a call to say Malcolm had reached Red Lodge Café out of time and had packed, so we could now return to base.

I checked the garage forecourt for riders litter (there was none) and thanked the manager for letting us use the premises, then Chris and I returned to Seething by 10:30pm.

Dave, Steve and Viv arrived, Dave announced his wrist was too painful to carry on. This was a bitter blow for him as his participation in the Paris-Brest-Paris ride hinged on the successful completion of at least one 600k ride and Seething was his only chance of this.

Steve and Viv left for Garboldisham, this is a straight forward easily navigated out and back 100k leg and most riders opted to do this, thus completing 400k before getting to bed for at best 4 hours sleep.

Spent some time cleaning the hall and washing/drying dishes until midnight when Keith advised me to get to bed.

Woke at 5:30am Sunday to find Arabella's bike outside with 6 broken spokes signaling the end of her ride. Steve and Viv appeared at 7:30am, breakfasted and made ready to leave by 8:00am, this was delayed by Viv finding he'd punctured overnight; they eventually left at 8:30am. Their route on a reasonably pleasant Sunday morning would now take them to Castle Acre, Wells Next the Sea, and back to Seething, via Wayford Bridge and the Reedham Ferry – 200k in all.

Sunday morning was spent cleaning the hall, preparing rolls, fetching extra provisions and putting the world to rights. Then at 1:45pm the first rider returned, looking remarkably fresh and pleased to be back before the bad weather forecast for later in the day. Half an hour later riders 2 & 3 appeared, they too were back in the dry, having recorded a riding time of 25 hours 14 minutes, excluding stops.

By 5:00pm riders were returning in dribs and drabs, mostly complaining of the wind and rain which had hindered them for the last 30k. Then at 7:00pm the hall doors burst open to reveal 2 orange clad grins, relief on their faces that this particular ordeal was over. Yes, Viv and Steve had made it round with a good 3 hours to spare.

Spent the evening serving soup and teas to some very tired and wet riders, heroes all, who had probably averaged 28 hours in the saddle in conditions that worsened as the ride progressed. I got to bed by 11:30pm that night, up at 6:30am to breakfast with the dozen or so cyclists who had spent the night in the hall, loaded the left-over food and drink into Keith Harrison's caravan, checked the playing field for cyclist's litter (there was none), saw off the last of the cyclists including Steve Abrahams who had slept through breakfast and was heading home via Dereham and Red Lodge (food stops – Steve is renowned for his appetite) to Milton Keynes, making his total for the weekend 1,000k.

Left for home myself at 9:00am and went straight to bed, surfacing briefly for tea then sleeping through to 6:00am the following morning, perhaps not as shattered as last year when I rode the event, but nearly.

Memories – the weight of Steve A's bike, how he rides it at all with fixed gearing of 53 x 15 I don't know, but 1,000k on it for the weekend doesn't bear thinking about.

Steve and Viv's smiles when they came into the hall, tired wet and possibly a little relieved they had finished. It wasn't long before Viv was contemplating next year's challenge from Seething, only 400k this time but 1 big loop passing Long Melford with the club running the control.

David Fenn's disappointment when he realised his injured hand was just too painful to continue beyond 300k depriving him of the chance to ride P.B.P – bloody badgers!

The number of riders who took the time to thank not only the organisers Keith & Sue but the lowly cooks and bottle-washers such as myself. Those thanks made it all worthwhile. *By Brian Mann*

The Olympic velodrome will host a high-profile test event when it stages a leg of the Track Cycling World Cup, 17-19 February 2012. You can pre-register for information on ticket sales on the LOCOG website at: <http://www.tickets.london2012.com>

C.C.S. Riders - Open T.T. Results - 2011/July

Date	Event	Course	Name	Dist	Time	Notes
July 2nd	ECCA - Shaftesbury CC - Newmarket	E2/50C	B.Law	50	02.34.21	74th PB
July 3rd	Norwich ABC - Attleborough	B25/4	J.Rush	25	56.09	19th
July 3rd	Norwich ABC - Attleborough	B25/4	D.Day	25	56.35	25th
July 9th	East London Velo - Newmarket	E2/10	D.Day	10	22.35	31st
July 9th	East London Velo - Newmarket	E2/10	J.Rush	10	23.37	44th
July 10th	Newmarket C & TC - Ashley	B36	S.Daw	21	52.18	7th
July 23rd	Team Cambridge CC - Newmarket	E2/10	R.Davies	10	21.55	47th
July 24th	Verulam CC - Tempsford	F1/25	D.Day	25	58.22	37th
July 30th	Victoria CC - Ugley	E1/10A	J.Weatherley	10.2	26.17	31st
July 30th	Sheffrec CC - Doncaster	025/11	J.Rush	25	57.44	17th
July 31st	Colchester Rovers CC - Gt.Bromley	E22/47	S.Daw	47	01.57.45	5th
July 31st	Colchester Rovers CC - Gt.Bromley	E22/47	S.Kirk	47	02.09.47	16th
	Fastest time to date =		* Club Record	PB - Personal Best		

The above result sheet may be missing some rider's events details that they have ridden. Can you all please check and let me know about any omissions. E-mailing your results to me would be even more helpful and would save me from trawling the CTT website every month.....

ECCA 3-Up Team Time Trial, Sunday October 16th 2011.

We're hoping to get some teams into this event, which is held near Colchester. Wouldn't it be great if we could get three, or even four, teams in? It should be easily possible given the numbers who have been riding evening time trials. Why waste all that summer fitness when there's more good weather left this year? (Or should I say, "when there's good weather left this year"?)

The event uses a course from Birch through Tiptree, Heybridge, Goldhanger, Tolleshunt D'Arcy and finishes near Layer de la Haye.

Rob, James and I rode it last year, and it's a great event.

I think it's important that all three riders are evenly matched in team time trials; it's hard to keep together, let alone share the work, if that's not the case. There's already been a fair amount of interest, and Roger and I are prepared to try to organise the teams, if people are happy with this. It would be good to try to organise some training sessions, though many of us (not least me) are short on time. The format might involve meeting up at Lavenham and riding the Acton

*E.Spurgeon												
*J.Steed			27.21									
J.Steed	33.47	28.33		27.27/313pts	22.44	45.42	32.09		47.53	27.52		27.34/588pts
*L.Sturman			24.54									
*M.Toone												
M.Taber												-/10pts
P.Tatam				-/10pts								-/10pts
M.Trayner				-/25pts								-/25pts
*N.Webber				20.01								
J.Weatherley		D.N.F. Punct'	26.46	21.06/438pts	21.19	35.52	26.05	20.43	35.05	21.00	30.16	20.23/781pts
*D.West	24.15		24.00	19.21/78pts	19.45	33.10		19.45	33.16			19.16/199pts
*J.Wharton												20.17
*C.White				26.42	DNF			26.27				26.41
*M.Wilson			25.23									
*C.Woodley												
S.Wright				-/66pts	18.43			22.39				-/90pts
*D.Young			26.54									
TPillet/VMarsh				(2-up =	22.44)							
*Name = Guest or 2 nd claim member. Highlighted box = Fastest time of the day. 22.34/66pts = Time/ Cumulative points to date.												

So the Evening Time Trial Series comes to a close. And what an exciting and close finish to it all. 20 weeks worth of Competition has seen Nick Baker pinch the title, on the last ride, from Tom Moore by a mere 6 points with 3rd place Jonathan Weatherley a further 35 points back. Tom was unable to ride in the last TT due to family commitments and must be disappointed to have got so close and yet so far from the silverware!! There have been a lot of riders improving this year and Graham Buckles, Mat Shotbolt and Barbara Law can also be rightly pleased with their efforts. Especially Mat, who, towards the end of the series, produced a string of 'Fastest Rides on the Night'. Barbara may well have added to her points tally if she hadn't had to miss the last 5 rides through no fault of her own.

Well done to all of the 104 individual riders (a club record number of entrants) who took part.

40 of these were full CCS members.

Rog

Top 10 Placings for Evening Series

1 st	Nick Baker	822 points
2 nd	Tom Moore	816 points
3 rd	Jonathan Weatherley	781 points
4 th	Graham Buckles	649 points
5 th	Mat Shotbolt	623 points
6 th	Barbara Law	595 points
7 th	John Steed	588 points
8 th	Bob Bush	570 points
9 th	John Shotbolt	508 points
10 th	Colin Hill	471 points

PS. One day, when I'm really bored, I'll work out how many collective miles were ridden by everybody!