



A warm welcome to you all to the latest edition of Spindle.

I hadn't envisaged producing one a couple of weeks ago as news and reports were virtually nonexistent. But I thought any edition is better than none at all, so put out a plea to my regular and dependable correspondents and wow, what a result!!!

A mighty 15 pages worth of really interesting content!

OK, so the majority of it has a Nostalgia/Retro feel to it but I think it's all the better for it. I hope you digest it all in your favourite chair and enjoy the ride!

Rog

Hopefully The Tide Is Turning!!!

Yes Ladies and Gents, hopefully the *Tide is Turning* with vaccinations on the up and infections receding, January is over and the evenings are getting lighter, the weather is slowly getting warmer and the verges and borders and beginning to show signs of spring.

So with all these positives it's time to ensure we are all ready for a Spring and Summer on two wheels. After, what must have been the longest darkest winter in memory, this year more than any year, we owe it to ourselves to ensure we are in the best condition possible to take advantage of the liberties we previously took for granted.

To inspire us to dig out the overshoes, dust off the turbo trainer and charge up the rear and front lights, the UCI have given us a raft of racing across various TV outlets, with the BBC showing the Cyclo-Cross World Champs from Ostend beach, Eurosport about to show the Tour of the UAE, The Omloop and Kuurne-Bruxelles-Kuurne and GCN showing the Tour Du Gard amongst many other one day races, this month.

So, with the delay to the Clubs TT series, now is the time to get the miles in to ensure we still fit into our kits, personal bests are achieved, Strava KOM's tumble and Summer smiles are guaranteed.

It has been a very tough winter but we must look forward to brighter better days which are, hopefully, within touching distance. So let's get back to training within the rules set out by British Cycling and Cycling UK, focus on the Summer and remember *Winter miles = Summer smiles*.

Take care all, keep safe and keep positive

James Newton

HOW FAR? *By Robin Weaver*

Yes, how far can we cycle? At the start of the latest lockdown I blithely assumed that exercise on the bike was limited to once a day, but not otherwise restricted. A day or two later, I then read that the “guidance” was that exercise was to be in your local area. For my cycling purposes, this I assumed meant where I most often cycled, which could be anywhere in area between Sudbury, the Stour valley, Dedham, Sproughton, Thornham, Ixworth, and Lawshall.

After the furore over the PM’s Olympic Park cycling trip, I realised that ‘local’ was officially defined as “your village, town or the part of a city where you live”. This doesn’t really work for cycling, particularly not for me, as Bildeston extends no more than half a mile in any direction! British Cycling obviously agree; “We understand that this definition is particularly restrictive for cycling, and we are working to seek further clarification on this. On Thursday 14 January we wrote to the Government alongside British Triathlon and Cycling UK following the continued confusion over this matter, and we hope to provide an update shortly.” As far as I’m aware, there’s been no update since 14 January; watch this space, maybe!

My approach has been to limit myself to circular routes straying no more than the PM’s magic 7 miles from Bildeston, giving me rides of up to 50k, although I fail to see the problem (other than stretching the rules and guidance) with longer rides out of area; it’s in the fresh air, in open countryside, without contact with anyone else; what’s the problem!. Any alternative views or approaches?

I’m pleased to say I don’t turbo-train or Zwift; a near neighbour, who does, and who really dislikes winter cycling, seems from Strava to be completing a series of Tour de France stages from the warmth and security of his garden office. Champs-Élysées, here he comes! Another neighbour, a walker rather than a cyclist, is logging her local walks on a virtual Lands End/John O’Groats walk site – she’s currently nearing the Welsh borders!

Caroline’s Blog *by Caroline Wyke*

Hi everyone, I heard this morning that The Mad March Hilly is cancelled.

I had planned starting my training for it on 1st February but am now looking at returning to Brighton area for their hilly in April.

Due to Christmas and New Year being cancelled, I decided to find a positive for each month of 2020 listing them. Lock down was difficult and lonely but learnt to adapt and the clear roads for cycling were lovely and many hours in good weather walking the dog.

There were some positives and around May time I started chatting to someone on line who enjoyed cycling.

Met up for a ride and then Dave introduced me to the Oyster club of Mersea Island and enjoyed many rides either as a couple or in small groups as permitted by British Cycling.

I am an Essex girl until 10 years ago when I dumped my white shoes and hopped over the borders into Suffolk.

I lived in Maldon and Tiptree, spending many hours walking and riding horses and enjoying rediscovering this area by bike.

As usual in clubs, there are many characters and an enthusiastic Scot has a list of interesting rides out but they nearly always include an off road section which although adding interest sometimes irritated the group

I continue to prefer to ride out gadget free enjoying freedom to explore new routes.

A small group had set out from West Mersea in September and we cycled out to my now favourite cafe stop The Museum of Power in Longford. The route had been planned and as the weather was good I suggested to Dave that we extend the ride and that I would lead it. Turning left from the Museum of power, we proceeded up the road heading towards Hatfield Peverel but then turning left towards Ulting.



During my years of horses and it not being good practice to turn around and retrace your steps back. Horses can sometimes be strong and wilful with good memories regarding their way home and food.

My route in my head was going well and in my plan was a section which would take us back to Maldon taking in the scenic area around Bealigh Abbey but also adding a section of off road adding to the interest.

At this point I must seek forgiveness and as this year one of the big supermarkets said we were all forgiven I pray that will be enough.

We had cycled to the point where I intended to go off road but the footpath sign said it was closed. This would have meant retracing our steps back and looking at the time both agreed to continue on the closed path.

The weather had also turned a little wet and the river running under the bridge and weir ran fast.



The foot bridge had been closed for repair and a Heras fence in situ I was considering turning back but Dave suggested we could get through. He climbed around the fence first by weaving through the metal railings and I then fed each bike over and around before climbing over myself. The bridge did appear safe until a small section which only had one sturdy plank the rest had rotted away. Carrying the bikes and clinging to the metal railings on the left had to test every step with fast following river heading towards the weir I considered myself mad. We got across but

were then confronted by yet another Heras Fence but this time with no apparent space to get around. Considering this risk going back over that rotten bridge and the distance still to get home it was me now saying we can do this. I noted a small gap if I can squeeze though that gap we can pass the bikes over the fence. Dave being in taller and slimmer I knew would get though if I could. I got through and the bikes were passed up and over the fence before Dave squeezed through the gap. The footpath which followed the river



Only Caroline could get away with 2 hats & pink socks!

was wet and muddy and eventually came out near the golf course and close to the Langford road. The ride in total that day was 55miles and memorable and certainly an adventure. In 2021 let's keep ourselves and loved ones positive and being active outdoors is of benefit to all both mentally and physically. And to all who enjoy cycling keep safe and well.

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Dave requested to accompany me so with 2 bikes on the trailer set off for Ugly. The weather was very Ugly, in fact I had checked the website in case event had been cancelled but still on. The rail lashed it down on the A120.

I have ridden the course before and the lanes always have diversions and closed roads near the headquarters. Today same applied except also deep floods and there were cyclists riding to the event plus cars with bikes on top of trailers and the usual team vans. All in a panic to get to the start most lost and some very wet. Never got to the headquarters and the event was finally cancelled due to unsafe conditions.

We drove into Saffron Walden and enjoyed a lovely breakfast in the cycling cafe.



Then walked around the town Dave spied a poster for The Giant Defy Pro 0 Red bike and how he would love to own one.

Dave picked up the new bike 6th November!!

I had been riding out about twice a week usually Wednesday and Sunday.

A message had flashed up on CCS website asking if any group rides go out on Sunday mornings.

This was answered by own brilliant chairman that currently no club rides due to Covid, I sent a message to invite the person

to join myself and Dave for a socially distance ride we would not be wearing club shirts and they could dictate the distance etc.

I had a message of thanks but no clear indication of their interest in joining us.

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I call the bike Daffy.

Men who enjoy bikes usually have several and are not scared of spending big money on a bike.

The exact price I do not know but the retail price was in the region of £8,000. Ouch!!!

We arrived wet at 5 minutes to 10 and I was certain the other cyclist would not come due to conditions but we waited until 5 minutes past. Whilst waiting I got talking to a gentleman outside the church. I asked him if he had seen any other cyclists he stated that he had seen the usual 2 regulars on their way towards Ballingdon. He then stated that their bikes were superior to ours worth thousands not road bikes but off road bikes.

Looking at Daffy I asked the chap to value both our bikes.

He valued my 2013 Cannondale at £1000 but poor new Daffy at only 500guineas.

Despite the rain I was laughing and to make things worse for Dave as we set off towards Clare Daffy started making a horrendously squeaky sound so as I passed him fighting to clip in the disco shoes I shouted out the price has reduced to 300guineas. The squeaking disc brakes I was advised was due to them not being bedded in properly.

We had a wet and squeaky 35 mile ride to and still laugh about the 500 Guineas.

Club Shorts.....

CCS Subs

As you know, the CCS subs period for 2020 has been extended to January 2022, as nothing happened last year.

Just a reminder, however, that if you feel able to help support the club financially by making a donation to club funds, possibly but not necessarily equivalent to the subscription rate, it would be much appreciated. Payments can be made by bank transfer, (account name Cycle Club Sudbury; Sort code 20 83 50 Account number 30308188, Ref; Donation) or by posting a cheque to our membership secretary, Robin Weaver, 14, Chapel Street, Bildeston, IP7 7EP ("Donation" on back of cheque, please).

CTT Newsletter - January 2021 CTT Newsletter



CTT continues to review the situation with regards to Corona virus; new anti-doping rules come into effect; a new virtual time trial on the R25/3H; and availability of some refurbished rev counters.

Coronavirus

Although the government's figures show that the rate of new infections is slowing down, there is no indication as yet to say when it will be possible to resume competitive sport. CTT continues to keep this under review and as soon as there are any developments, a further release will be issued to provide an update. Many early season events have already been postponed, with a small number cancelled. If you are promoting an event, if it looks unlikely that your event can proceed, the Board would ask that you look at postponing the event to a later date, rather than cancel it; 2020 was a very difficult year for us all. Everyone would like to see competition once more and the demand is there! Police notification forms – open and club events Although this may have been done already, clubs and organisers are reminded that they should send the PNF to the relevant police authority to ensure the necessary legal requirements will have been complied with and are in place so events can start as soon as we have the go ahead, without having to wait another 28 days.

Anti-doping

The new 2021 World Anti-Doping Code and new 2021 UK Anti-Doping Rules came into effect on 1 January 2021. The UKAD website has been updated to reflect the changes introduced by the new Code. CTT has also updated its website to reflect the new Code. This includes hyperlinks to the UKAD website so all the information can easily be accessed. This includes advice on what to do should you be taking prescribed medication. Please remember that it is your responsibility to ensure that you comply with the anti-doping rules. www.cyclingtimetrials.org.uk/articles/view/30

Furlough scheme

The Board continue to review CTT's staffing requirements and, as a result of the latest lockdown and knock on effect this is having to our event programme, it has been decided to continue using the Government scheme with three staff members now on furlough in various manners.

Virtual Racing with RGT

Virtual racing continues over the winter months with a 10 mile time trial on RGT Cycling every Monday evening starting at 7pm. Full TT mode has now been released by the online platform with riders starting at 10 second intervals and 'no drafting' events based on the V718 course, your start time is determined by the time you join the server for the event, a countdown timer is visible on your screen. More time trials are being added. To take part in these events you will need the mobile app (free download via the app store) and the screen app (on a laptop/iPad, again a free download via the app store), simply register, add your details and connect your turbo and away you go. Along with the regular weekly 10 miles based on the virtual V718, a 25 mile event has now been created, based on the R25/3H course in South Wales where Marcin Bialoblocki (42:58) and Hayley Simmonds (49:28) set the current competition records. These are

scheduled for Saturday mornings with a 10am start. The sign-up links are posted on the CTT and RGT Facebook pages, along with the CTT Strava page.

Brian's Top Tips!

Hints and tips for budding long distance cyclists.

Tip No 1.

Comfort is king, cut your toenails- in my view there is no pain as bad as that experienced after jamming a too long toenail forward into the end of your shoe on an uneven stretch of road, (I did it once riding over cobbles) believe me if it happens early in the ride you will feel it for the rest of the day, the resultant bruising will make itself known on every poor surface, toenails do not shrink and once sore seem to grow at an even faster rate.

Tip No 2's (Sorry...Ed!) 'Go', before you start , make yourself comfortable , or any other euphemism you may wish to use , after all you are sitting on a saddle not a cork !

Tip No 3 , Sterilise your bottles , remember that farmyard you rode past and the puddles you splashed up , your stomach will not thank you if you've left your bottles in that state, even if they don't look dirty clean them inside and out.

All the best, Brian Mann

CCS Handbooks

No doubt you have all had your new membership card and CCS handbook by now. I don't know of any other local clubs who produce such a comprehensive hard copy handbook and a monthly (in normal times!) emailed club magazine...the Spindle.

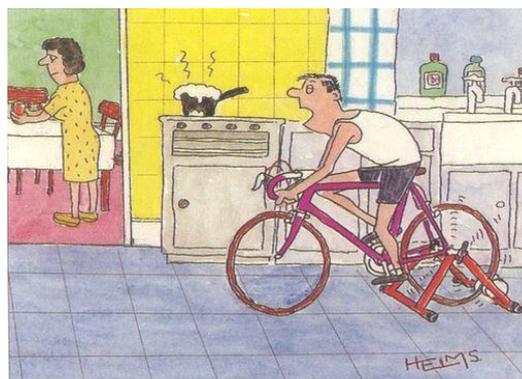
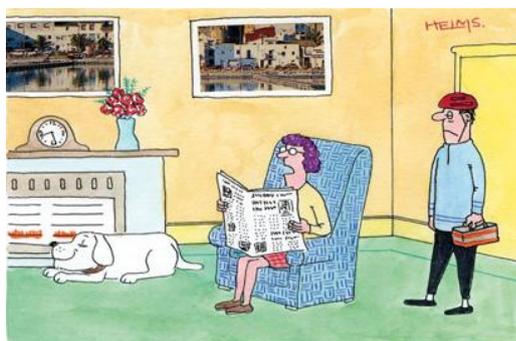
Both take a lot of preparing and I would take this opportunity to thank Viv Marsh for producing and printing such a slick and informative handbook. Well done mate...I've rewarded you by including photo's of you on your favourite modes of transport!

CCS Website

The CCS committee are currently drawing up a brief for a revamp of the CCS website, which can be found at cycleclubsudbury.com. Hopefully you knew that already!

We'd welcome your input in the next couple of weeks on anything that you think could usefully be added to (or omitted from) the information currently there. Please email either James at newts1966@googlemail.com or myself at pamandrobinw@gmail.com.

One thing that the new website could do with is more photos. If you've any photos (not too old) of club members or club activities, preferably featuring club tops, could you please forward those. We've a fair collection of photos of time trialists - it's other club activities we're short of.



"The milk is boiling over dear."

You're late, the dinners in the dog!



Little miss 2 hats!



Cartoons by 'Honk' (Johnny Helms)!

Good 'uns! Oddities That Make You Smile - PART 1

But I don't want to show them!

I'm 'aving a bit ov trouble



A lesser spotted Chairman



And you won't like me when I'm angry!

Photo of the year!



But I don't want to show them!

Caroline's Blog - Part 2

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300 guineas. The squeaking disc brakes I was advised was due to them not being bedded in properly. We had a wet and squeaky 35 mile ride to and still laugh about the 500 Guineas.

Former club memories. *By Martin North*



Back in the late fifties my first cycling club as a schoolboy was Basildon Wheelers but it folded. Then I briefly rode with Chelmer CC which was quite a fair ride away in Chelmsford until I discovered the Brentwood Road Club met in Little Burstead Village Hall, the next village to mine of Great Burstead. I joined Brentwood Road Club (BRC) in the very early sixties, while still a schoolboy. Every Sunday there would be a club run from Lt. Burstead often coming into North Essex, including Sudbury and Long Melford. Frequently we used the Tilbury Ferry crossing to access rides in North Kent. A memorable ride was the Hastings and back in a day, very hilly across the North and South Downs and a long way, about 130 miles round trip.

I knew the club had good riders but was unappreciative of just how good. Only a few years before joining, the club had twice won the British Best All Rounder competition for Time Trialists through Vic Gibbons as the team leader. The club's strong tradition of TT riding got me hooked and very early morning starts on the local E3 course were a regular part of my teenage years. It is another rider that I recognised as one of the stars, who sometimes I used to see ploughing up the A127 (the old E3 course) towards London on his lovely Mercian as I cycled the 10+ miles to school in the other direction on my Sun Alpine.

That rider was Dick Poole. He was a member of Middlesex Road Club and was frequent visitor to us as I think a second claim member. His big national achievement was to be the first man to do LEJOG inside 2 days. At BRC's end of season prize giving in 1965 Dick was the guest of honour and presented the awards. I received from him the winner's tankard for the Club's Hilly 20 and the club's handicap prize for 25 and 50 miles and all ridden all on my beautifully lugged Condor. After giving the prizes Dick gave a brief account of the ride and here is the fuller story of that ride as recorded on Wikipedia.



Dick ploughs on through the rain!

Dick Poole set off from Land's End at 9:45 am on Wednesday, 16 June 1965. He was 31, married with a daughter and worked full-time as an accountant. The record he was challenging was 2d 10m 40s, set by Reg Randall of the Harlequin Cycling Club in 1958. The timekeeper was Frank Fischer of the Kentish Wheelers.

Poole fell in road works at Cullompton and slid 10 minutes behind Randall when he got held up in traffic at Wellington. The pain of cuts on his hip from the fall cost him a further six minutes by Bristol, where Reg Randall helped direct his challenger through traffic. Night fell, rain fell, Poole's lights refused to stay lit. Poole was 42 minutes behind Randall at Wigan, after 365 miles but picked up speed along the main A6 highway.

He got lost in the streets of Lancaster before an observer from the Road Records Association found him and pointed him the right way. Poole finally moved ahead of Randall's time at Crawford, across the border into Scotland.

The Sporting Cyclist reported:

The run along the coast of Sutherland, prelude to the ascent of Helmsdale and the Ord of Caithness, revealed climbing that set the helpers talking about Charly Gaul! Dick rode Berridale, the toughest hill of a tough journey, without faltering. To attain his own schedule for the first time

since Okehampton was a great reward for climbing of the highest order. He raced past the 'desert of telegraph poles' along the coast of Caithness and reached Wick (855 miles) with 10min in hand of the two-day schedule. Two more minutes were gained in the next three miles – and John o'Groats (871.7 miles) was reached in 1 day 23hr 46min 35sec.

And the record he missed;-

Poole was tired and reluctant to continue. But a further 128.3 miles (206.5 km) at 13 miles per hour (21 km/h) would bring him the 1,000-mile record, which Randall also held. "I was in the state you'd expect after the end-to-end", Poole said, "but they were saying I'd barely have to do it at club run speed". So I agreed and I had a rest and I set off again."

The weather at John o'Groats was calm. Poole rode the first 15 miles at 20 mph and the first 30 at 17 mph. The weather turned to cold rain pushed by a high wind. Bernard Thompson, the organiser, allowed Poole to continue beyond the extra 128 miles as the timekeeper timed him through landmarks about every mile. By measuring the whole route afterwards, Fischer could calculate where Poole had passed 1,000 miles and at what time. At what Thompson considered a safe margin, 1,010 miles, Poole came to a halt. Fischer's unconfirmed time for 1,000 miles was 2d 8h 6m, which had beaten Randall's time by 2h 34m. The problem came when the course was measured. It showed that, despite the extra 10 miles measured on the odometer of the following car, Poole was a few yards short of the distance.

Poole said:

"We couldn't understand it. They measured it again and then the motoring organisations joined in and they measured it and still it came out short. And it was getting to be quite a story in the papers. It took a lot of puzzling to work out what had happened. We had based our attempt on the schedule that Reg Randall used. The route was clear except in Scotland, where there was a choice between going straight over a mountain, which was the shorter route, or round it, which was longer but meant he could ride faster.

We didn't know which way he'd gone but we assumed the shorter way, and that's the way I went. The over-the-mountain route was 10 miles and so many yards shorter and so I hadn't done 1,000 miles when we were all sure I'd ridden 1,010."

Dick, along with other senior riders at BRC was a great source of inspiration and encouragement to us very young members. Dick is now in his late 80's and the last report I saw about him from Solent Radio last year said he was still riding 60 miles a week.



Footnote.....

Me (Martin) while with Brentwood Road Club on my Maclean Fixie doing a medium gear 25 "72 inch" on the E3 in about 1963.

Note the spare tub. Believe I did a 1.06 that very early session morning.

And There's

more.....!.....!



The Good, The Bad and the downright.....!.....!



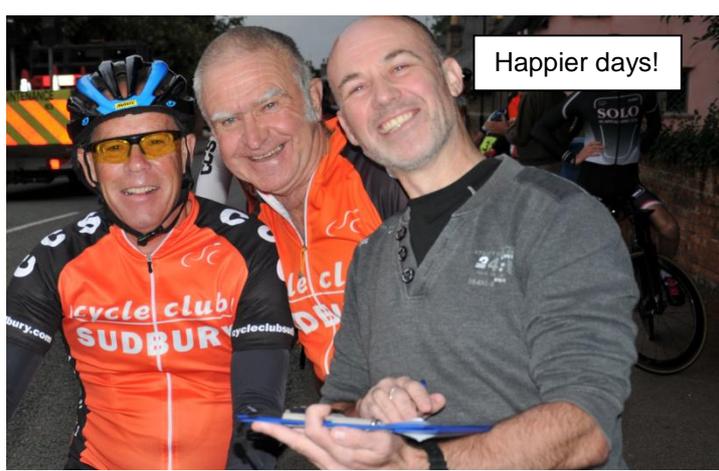
Viv Marsh through the ages!



2014 Tour de France – Essex CCS Camp



Here they come....which one's winning?



Happier days!



Two stupid Boys!

More Retro stuff. Brian Webber has delved into his archives and come up with these offerings

During the 80s and 90s the club had quite a number of young people, so the club decide that during the winter months to hire a room for two hours on Thursday evenings at Cornard Community Centre (now the Stevenson Centre), as a resident we were able to hire the room at a very low rate, the thought was we would be able to keep the young people interested during the winter period which worked well as there was table tennis, darts a pool table and some board



games plus the kitchen was open and sold drinks hot dogs and burgers.

The photo was taken in 1982 at one of these Thursday night events, and it is the mayor of Sudbury Howard Singh giving CCS a trophy called The Howard Singh Clubman of the Year Award. Interesting to see that half the clubs youngsters were there that night!

Sorry, but unable to remember all of the

names who were there, but there is Viv Marsh(far left), Chris Nixon, Ian Poulson. Jeff Hall, Tracy Broomfield, Gavin Broomfield, Andrew Webber, Richard Webber, the adults Marlene Broomfield, Pat Webber, Bill Carrigan, Tony Hall, & yours truly.

.....
Dinner awards night (below) in the 80's at Cornard Community Centre (now the Stevenson Centre) presenting the awards to Robert Morse (looking a bit serious!), Simon Daw (middle), & Harold Raymond, was the president of British Cycling at the time.

(Please note I have a number of photos taken around this time should anyone be interested)

Hope you have enough data for the Spindle.

Best wishes stay safe keep well, *Brian Webber*



Scottish Correspondent's....

Below is a nice and complimentary letter from our most northerly based club members, the McTaggarts from Galashiels in Scotland.

Dear Robin,

Please find enclosed membership forms for Dick and I.

We are gladly donating fees to the club as CC Sudbury has been very welcoming to us and given us so much.

The last year in particular the Spindle has been very welcome to give us a much needed moral boost each time it arrives.

I'm second claim as you know and I might want to do a club 10 one day although Dick is more sensible about such silly thoughts!

We're hoping to get down for one of the Audax events this year. Perhaps April may be a bit soon with the Covid restriction so we are planning to aim for July at Bildeston and have found a holiday cottage actually in Bildeston this time, so something to look forward to.



We had some patches made for our local Scottish Borders Randonneurs Group and as we share the same colour scheme as CC Sudbury and as a wee thank you, I am enclosing a few to enhance a few local saddlebags etc, for yourself and anyone else who would like one.

We were also wondering whether, as with towns

that twin with each other, perhaps CC Sudbury could be twinned with Scottish Borders Randonneurs.

It would be wonderful to see some Sudbury riders up here for some events and we would encourage some more of the SBR's to head south too.

Anyway, enough rambling and just wish you all the best for 2021.

Here's hoping it will bring happier times.

Keep Pedaling and keep safe and sane!

Lucy & Dick



Lucy and Dick McTaggart

NOTE: If any keen audaxer would like a Borders Randonneur badge for their saddlebag, please contact Robin, he has 3 or 4 available.



Nostalgic musings.

Cobbled together by David Fenn

During a recent Skype with my American friend who I have known since 1968 it started me thinking back to the time when we first met and raced together in the same club team. Sergeant John Cox was a member of the United States Air Force at the time of the Vietnam War, following a choice between Vietnam or the UK he was sent to Mildenhall Airbase to serve out his National Service...forever thankful to dodge the muck and bullets!

In his home city, Baltimore, he was (and still is) an active member of the Chesapeake Wheelmen. Whilst in the UK he wanted to continue cycling whilst serving out his National Service so following some enquiries he eventually joined the West Suffolk Wheelers, I was already a member.

We rode Time Trials and Road Races together, one of the highlights being our team win in the 1968 East Anglian Road Championship, we also managed a few team wins in Time Trials from 25 miles to 50 miles.

During one of our more recent Skype chats I mentioned to John I rode the 100-mile National RTTC Championship in 1970, the full result was published in the July 25th 1970 copy of *Cycling Weekly* and would you believe it John had that very original issue in his pile of '*Cycling*' memorabilia. Within a week I had in my possession that original 1970 copy of CW sent all the way from Baltimore thanks to my friend John and it started me thinking.

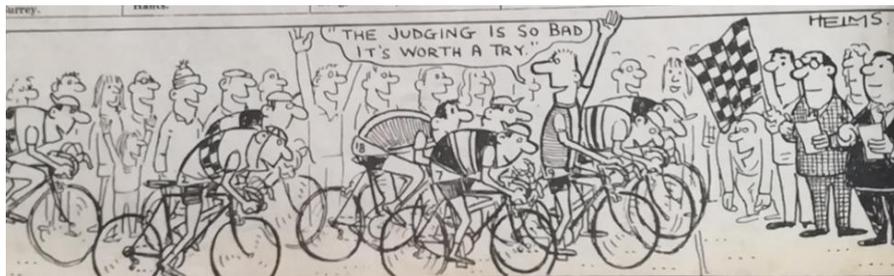
The outside of the back page of CW is usually reserved for an advert but on this occasion it had the report and full result of the 100-mile National RTTC Championship which was won by Alan Creaser in 4:02:05 in appalling conditions...it was windy and rained from start to finish. I managed a personal best 4:32:02 and was third counter in the West Suffolk Wheelers team which to this day still holds the WSW 100-mile team record.

Reading through the 1970 copy of CW (generally referred to as the comic) it soon becomes apparent how different the content is compared to the modern-day publication. Originally CW was printed in Black and White; the only colour was red on the front-page CW Logo. Full coverage of UK events including reports and results of Road Races and Time Trials, there are two full pages of results at the back together with the year's fastest TT times. Also, the July 1970 copy of CW includes full coverage of the Tour de France complete with reports, results plus many black and pictures of the event.

I can remember looking forward to getting home from work on a Thursday to grab my copy of CW to check the results to see if my name had appeared in the results. I particularly remember one occasion when I had completed a 12-hour TT in 221.8 miles, I had not mentioned it to my parents, I got home from work on the Thursday following the event and was surprised to find my Mum had beaten me to the "Comic" she had read the result of the event and made the comment "so that's

why you were so tired Monday morning". I had not realized my Mum also read CW to find out what I had been up to at the weekend!

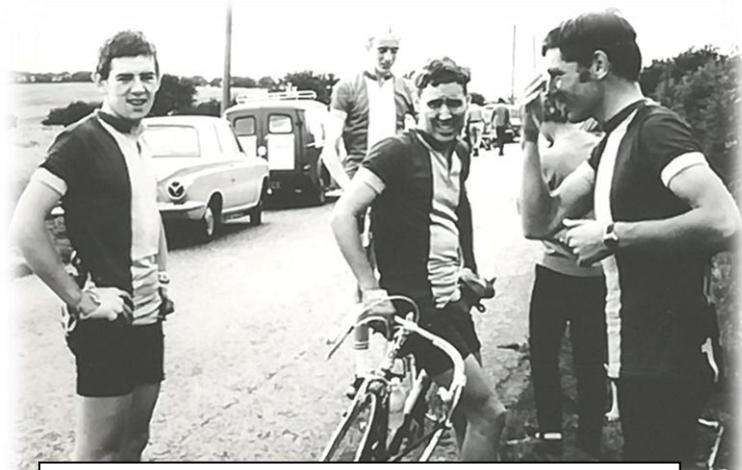
Many older CW readers will remember the 'Honk' cartoons by Helms, always, always good for a laugh.



Compare the modern version of CW 50 years on which is printed in full colour and you realise how vastly different the content is with lots of

adverts and reviews of equipment and bikes, plenty of training advice and interviews but only little content is reserved for race results, although Dr Hutch does raise a chuckle.

Whilst I still get my copy of CW through the front door each week I do sometimes wonder why I continue particularly now I have just read a 1970 copy of CW, I guess in this digital age we can find all the race results on the *Interweb!* I guess that's progress but it's not the same as seeing the results printed in black and white in a weekly magazine...not that my name is ever likely to appear in any future results!



WSW winning team in 1970, East Anglian RR Championships. From left...Ken Wright (3rd) John Cox (5th) David Fenn (7th)



Take care when cycling through fords - they might be deeper than you think! Ash Street, Semer. (Robin)

Hope you all enjoyed this edition. As I said, a bit of a nostalgic mishmash of all things old and new.

I was quite overwhelmed by the take up of articles sent through to me and must thank:-

Robin, James, the 2 Brian's – Mann & Webber, Caroline, Martin, Google and my own photo collection for getting this all off the ground. Without their time and efforts, it would be just another blank Wednesday!

I agree with James' upbeat message and hope we are closer to getting back to some sort of normal.

See you on the road soon...!

Rog