



Well, the late afternoon light has disappeared and it's back to full bike lighting if you intend to have a teatime charge around the countryside like I do, accompanying James on his way home to Ipswich after work. (His work, not mine!)

It gets me out off my bum but I can't say it's the best time to go out. That's if you have remembered to charge your lights which I quite occasionally don't! Riding back home alone after he has turned off has its downsides as I have a vivid imagination and am always looking behind to make sure no boogiemens are following me. Yeah I know, I'm supposedly a big grown up who should know better for my age.

Owls seem to hone in on me with an earth shattering screech as they pass over and you wouldn't believe the number of times a deer comes out of the hedge and scares the cr@p out of me. How I haven't ridden into the ditch after such encounters is still a mystery!

Anyway, enough of my failings; this month's edition was supposed to be a light edition with just a few reports and photo's after last month's bumper edition. Ha, I should know better as is the norm these days, as info flows in at the last moment at a rate I couldn't handle. Always mindful that poor Robin has to send out hard copies by post to some members, I do try to keep it an acceptable size to save on postage.

So you will need a favourite chair and something cheerful to sip as you plough through what I have in store for you....

The Hill Climb takes centre stage with reports and some amusing pics, final stats on the Audax and SPOCO competitions, details of the Awards giving evening which I'm assured will be streamlined from the previous incarnations. And what all our Open TT'ers have been waiting for, my take on their seasons endeavours which took me all of the weekend to compile and which as they say, I'll never get back!

This article is tempered by Simon Daw's detailed account of his UCI Grand Fondo + Mountain TT on the Isle of Man.

*Rog*

# Annual Prize Giving *by David Miller*

This year there has been a full season of Time Trials, Audaxes and other events where members are due to have the requisite trophies and medals presented to them.

In the past this has been done at a formal dinner, however the appetite for this type of presentation has diminished and in view of this, the committee has agreed this year to have a less formal and streamlined presentation evening which will take place after the clubs AGM, which is being held at the Stevenson Centre on 25<sup>th</sup> November at 19-00 hours; the AGM is an important club function where all aspects of the club year are discussed

All club members and prize winners are encouraged to attend the AGM and the prize giving afterwards,

Light refreshments will be available!

*(Just to refresh the cup and medal winner's memories, here's what's available for lots of you after the AGM.)*

## PRESENTATION OF AWARDS

### CCS Club Trophy Winners - 2021 Season

Veterans Best All Rounder	Gold	John Bradbury +6.13
<i>Av.on Standard 10, 25 &amp; 50 miles</i>	Silver	Sue Triplow +6.07
	Bronze	Simon Daw +5.22
B.A.R. 25, 50 & 100 miles		No award
100 mile Open TT Shield		No award
50 mile Open TT Cup	Gold	John Bradbury 1.48.02
25 mile Open TT Cup	Gold	Leon West 49.43
Ladies 25 mile Open TT Bowl	Gold	Sue Triplow 59.10
Audax Trophy	Gold	Raymond Cheung
	Silver	Ian Lovelock
	Bronze	Andrew Hoppit
Club SPOCO Trophy	Gold	Caroline Wyke 1124 points
	Silver	Nick Webber 1075 points
	Bronze	John Bradbury 788 points
Hillclimb Champion - Men	Gold	Mathew Shotbolt 52.9s
	Silver	James Rush 1m 0s
	Bronze	Charlie Heeks 1m 5.9s

Hillclimb Champion - Ladies	Gold	Angela Lesslie 1m 6.5s
Hillclimb Champ Juv Female	Gold	No award
Hillclimb Champ Juvenile Male	Gold	Benjamin Boldock 2m 18.3s
Hillclimb Champ Junior Female	Gold	No award
Hill climb Champ Junior Male	Gold	No award
Club 10 mile T.T. Champion	Gold	Leon West 21.11
	Silver	Alex Purcell 22.02
	Bronze	Will Lowden 22.03
Club 10 mile TT Ladies Champ.	Gold	Angela Lesslie 26.55
Club 10 mile TT Vets Champ.	Gold	Leon West +5.08
<i>(on Standard)</i>	Silver	Simon Daw +4.04
	Bronze	Rob Davies +3.55
Club 10 mile TT Champion	Gold	Angela Lesslie 15.55
<i>(on Handicap)</i>	Silver	Adrian Ablitt 16.10
	Bronze	Doz Bree 16.17
Club Evening Points Series	Gold	Lindsey Hobden (2nd claim member)
	Silver	Kirsty Fenner (CCS trophy)
	Bronze	David Fenn
Club Evening Pts Series B.A.R.	Gold	Will Lowden 1.25.04
	Silver	Leon West 1.25.27
	Bronze	Doz Bree 1.33.36
Clubman of the Year		?? Announced at AGM
Rider of the Year		?? Announced at AGM
Junior Rider of the Year		?? Announced at AGM
Ladies Trophy		?? Announced at AGM
Golden Spindle Nut Award		?? Announced at AGM

*(The below was received in my recently bestowed and highly important capacity as votes co-ordinator; from 'tongue in cheek' and a very brave soldier Stephen Hitchcock!)*

Hiya Roger,

*Hope you are well.*

*My vote for CCS Rider of the year is myself. I'm pretty confident no one else will vote for me so to get one vote on the board makes me feel good!*

*Although not getting a PB on the Lavenham course, missing out by 20 odd seconds on my first ride in April I carried on with time trialling through the season riding in a lot of pain through chronic plantar fasciitis. This meant I had to take off my road pedals and cycle in trainers with flat wide BMX pedals as I couldn't wear road shoes with cleats!*

*A particular highlight for me was in Mid May I beat my existing 50 mile TT time on the Cambridge course in a Shaftesbury CC promotion finishing in 2 hours 20 minutes. This was achieved carrying my injury and cycling in trainers.*

*Let's celebrate everyone for turning up for time trials after the last 18 months and a really big shout out to all the volunteers who help put the events on.*

Thanks

Steve Hitchcock

# **Club Run Coordinator's Brief Review of Season**

*By Martin North*

The AGM looming in November seems to mark the end of the season and provide an opportunity to reflect on some of what has happened since the previous AGM. With the lockdown in the early months of the year we were restricted to riding locally by ourselves or in the shed, garage, kitchen on turbo's etc., so come April being able to go out for a ride in the company of others was the antidote to "stir craziness".

The enthusiasm for doing that was very evident in the increase in the numbers the club runs attracted. As you know, the range of types of rides broadened to cater for the varied paced groups that riders wanted. Very encouragingly the number of women riding has also increased.

As was hoped, more varied routes have been taken because of new ride leaders sharing their favoured lanes and cafes. Although the tradition of being back at Market Hill for 12.30-1.00pm has largely been maintained, the longer ride out to Harwich with an earlier start and later finish proved successful and very enjoyable, and perhaps a type of ride to try again when the weather warms up next season.

By and large cafe stops improved as the season progressed following some very hesitant service as club runs restarted in April. Often the waits for refreshments were really unacceptable as catering staff tried to maintain the expectations of the government's Covid restrictions for public safety. Unfortunately the weather didn't help as in those early days it was often quite chilly while hanging around hoping for a warm drink. The social aspect of clubs runs is very evident on Market Hill each Sunday morning as groups meet and exchange news and the chat continues on the ride and develops at the cafe. This way cycling buddies are formed, trouble is the old chestnut when they are heard meeting in the supermarket or wherever, "I nearly didn't recognise you with your clothes on!".

Communication about rides has been very usefully maintained by Mark Gentry sending out his weekly email message and also on the Facebook page on the club website. In the main this works very well but perhaps an accessible protocol needs to be firmed up for the ride leader cancelling a ride when the weather makes riding hazardous.

I'm standing down as coordinator at the AGM to give someone else a chance to come up with their ideas for facilitating rides. My thanks go to all of you who have supported the rides and especially those who have led them. Special thanks go to the Help the Aged support team of Tony and Byron Grimes who always lend me a wheel to follow when the wind is in the wrong direction.

Most Memorable quote of the season about club runs comes via Simon Daw

*"We always ride at the speed of the slowest, as long as they can keep up!"*

# EAST DISTRICT SPOCO Competition Showing CCS Riders - Final Positions

***(Note this is NOT our Club Competition as shown elsewhere!!)***

By David Fenn

The season long SPOCO East District competition is now complete and the four CCS riders entered in the competition have come away with some silverware.

John Bradbury is the highest placed CCS rider with 681 points for an excellent 3<sup>rd</sup> place overall (just 4 points short of 2<sup>nd</sup> place) and securing 2<sup>nd</sup> Vet (40-49 age category).

Riding his first season with CCS, Nick Webber proved to be a useful addition to the clubs regular SPOCO riders finishing in 6<sup>th</sup> place with 645 points and 1<sup>st</sup> place in the Super Vet (60-69 age category).

Caroline Wyke had a busy season riding 15 of the 22 SPOCO East events with her best 6 rides accumulating 551 points for a superb 11<sup>th</sup> place overall picking up the first lady award and beating some of East Anglia's best lady riders.

I finished with 517 points for 13<sup>th</sup> place overall and 1<sup>st</sup> King Vet (70+ age category)

Finally, for their season long efforts CCS riders secured the top team award with John, Nick and Caroline, beating Loose Cannon Conditioning by 24 points.

*(Thank you to David for keeping Spindle updated every month with the SPOCO information and for winning the King Vet category) plus to the three other riders who entered the official SPOCO East competition and who all won awards including the prestigious Top Team Award for CCS!*

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*Hello all.*

*CCS has recently received the following. Off-roaders or runners may be interested!*

*Robin*

Run Or Cycle Events would like to invite Cycle Cub Sudbury to take part in **ROC Scramble**



**2021** at Shrubland Hall, Suffolk on 21st November, and wondered if you wouldn't mind sharing details about this event with your members?

**ROC Scramble 2021** is an endurance trail event for runners and cyclists that challenge solos, pairs or relay teams to cover as much distance as possible over 3 or 6 hours.

We are really excited about the prospect of using Shrubland Hall, which hasn't been used as a venue for racing for 15 years but has a history of hosting epic international events.

Visit [www.runorcycleevents.com](http://www.runorcycleevents.com) or [www.facebook.com/events/198584352371083/](https://www.facebook.com/events/198584352371083/) for more details.

Really appreciated and hope that you can make it?  
Best wishes, Greg



# CCS SPOCO Competition Final Results

CC SUDBURY SPOCO LEAGUE TABLE 2021			
POSITION	RIDER	EVENTS	POINTS TOTAL
1	Caroline Wyke	15	1124
2	Nick Webber	10	1075
3	John Bradbury	7	788
4	Simon Daw	6	681
5	David Fenn	9	665
6	Matt Shotbolt	3	298
7	Gary Pamment	2	219
8	James Rush	2	198
9	Gary Johnson	2	187
10	Doz Bree	2	183
11	Sarah Johnson	2	117
12	Rob Davies	1	106

The final statistics are now in and show Caroline in a commanding winning position with a margin of nearly 50 points over 2<sup>nd</sup> place Nick who in turn was almost 300 points ahead of John. Simon and David were the only other riders in the same ball (cycle?) park as the 1<sup>st</sup> three! It's obvious from the table that the more SPOCO events you do the better your chances of winning. Caroline made sure all the bases were covered and reaped the reward. But don't forget SPOCO courses are harder work than the fast ones so chapeau to Caroline for seeking them out!

## Cycle Club Sudbury hill climb, 10 October

This annual event organized by Cycle Club Sudbury and incorporating the East Anglian District Cycling Association championship, was held on a closed road at Watsons Hill Semer, and attracted a good entry of 57 riders.

A fine morning and a large field attracted a good crowd of spectators on the hill; their applause and the traditional cowbells created a great atmosphere for the riders.

Chris Crabtree, of Orwell Velo, was fastest up the hill, with a time of 45.4 seconds over the 500 yard course; second was a Stowmarket and District CC junior rider, Oskar Everett, with a fine time of 46.1 seconds, and third was Phil Large, of Iceni Velo, 47.0 seconds. Orwell Velo had a clean sweep in the Ladies competition, with Laura Davies first on 1m 3.6 seconds, followed by Ashia Fenwick, 1m 3.9 seconds and Emilie Wix on 1m 5.2 seconds.

Oskar Everett was fastest Junior, 46.1 seconds, followed by Arthur Hitchen, Orwell Velo on 53.7 seconds, and Charlie Boldock, Tri Sudbury, on 56.4 seconds.

Mollie Bilner, of Stowmarket and District CC, established a new female junior course record of 1m 7.6 seconds.

Orwell Velo took the Team award, with the times of Chris Crabtree, Matt Day, 47.3 seconds, and Stephen Clark, 49.1 seconds. Fastest CCS rider was Matt Shotbolt, 52.9 seconds, fastest CCS lady was Angie Lesslie, with a new CCS rider course record of 1m 6.5 seconds, and fastest junior/juvenile rider was Benjamin Boldock, 2m 18.3seconds.

# CCS Hill Climb Photo Gallery



CCS Winner  
Mat Shotbolt



CCS 2<sup>nd</sup> Place  
James Rush



CCS 3<sup>rd</sup> place  
Charlie Heeks



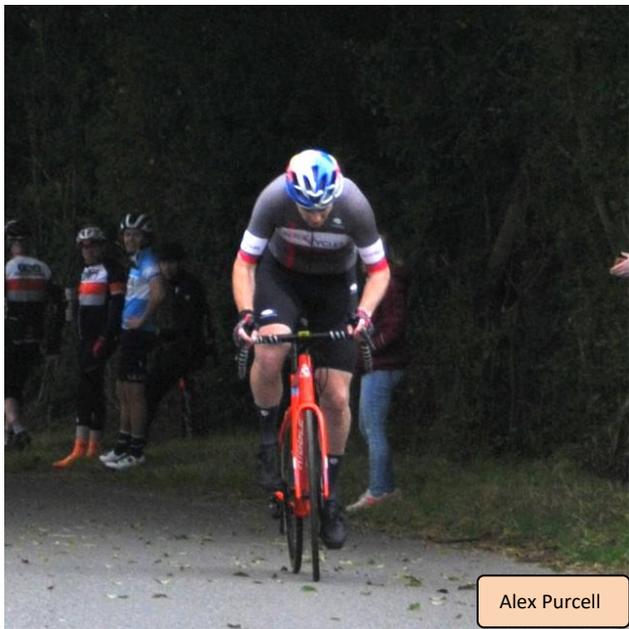
The Sunday club  
riders arrive



Angela Lesslie  
emerges from  
the gloom



CCS 1<sup>st</sup> lady  
Angela Lesslie



Alex Purcell



Kirsty Fenner



Kirsty Fenner



Benjamin Boldock



Benjamin Boldock



Mat Shotbolt



Dan Upson (left) Organiser



Angela Lesslie

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Viv Marsh.....



O/A winner  
passing the  
finishing  
timekeeper

# Final Open TT Results...Including Hill Climb

25th Sept	VTTA - Cambourne	F2A/25	J.Bradbury	25	52.53	45th
25th Sept	VTTA - Cambourne	F2A/25	S.Triplow	25	59.43	104th
26th Sept	Godric CC - Bungay - SPOCO	B25/50	S.Daw	25	55.59	4th
26th Sept	Godric CC - Bungay - SPOCO	B25/50	D.Fenn	25	01.12.55	15th
26th Sept	Godric CC - Bungay - SPOCO	B25/50	C.Wyke	25	01.31.12	18th

## *C.C.S. Riders - Open T.T. Results - October 2021*

3rd Oct	Norwich ABC - Bungay - SPOCO	B25/50	J.Bradbury	25	55.14	6th+ Fastest	
3th Oct	Norwich ABC - Bungay - SPOCO	B25/50	S.Daw	25	56.27	11th+ Team	
3rd Oct	Norwich ABC - Bungay - SPOCO	B25/50	N.Webber	25	58.12	15th+ Prize 3rd on Stand'd	
10th Oct	Glossop Kinder VCC - Glossop - Snake Pass - Hill Climb		J9/5	S.Daw	3	15.09	26th - 3rd Vet 1st Age Cat
10th Oct	CC Sudbury - Semer - Hill Climb	HC/1	M.Shotbolt	500yds	52.09secs	15th	
10th Oct	CC Sudbury - Semer - Hill Climb	HC/1	J.Rush	500yds	59.93secs	19th	
10th Oct	CC Sudbury - Semer - Hill Climb	HC/1	C.Heeks	500yds	01.05.86	37th	
10th Oct	CC Sudbury - Semer - Hill Climb	HC/1	A.Lesslie	500yds	01.06.49	39th New Ladies CCS course Record	
10th Oct	CC Sudbury - Semer - Hill Climb	HC/1	A.Purcell	500yds	01.11.48	43rd	
10th Oct	CC Sudbury - Semer - Hill Climb	HC/1	K.Fenner	500yds	01.33.95	48th	
10th Oct	CC Sudbury - Semer - Hill Climb	HC/1	B.Boldock	500yds	02.18.23	50th	

## This seasons Revue of the Open Time Trials.

The season didn't really get going until April which saw **Caroline Wyke** out of the blocks first for the 22 events she entered during the year. Her times reduced at almost every TT throughout the year and finished up with PB's in the 10 of 31.15 on the fast F2A/10 Chronos event and a 25 PB on a Bedfordshire TT of 01.23.14. Always up for a challenge, she trailed over to Worcestershire for the Women's Road Bike Championships and just missed a 10 PB time with a 31.35. Her constant endeavours saw her win the CCS SPOCO competition by almost 50 points!

**John Bradbury** had his usual exemplary season banging out very quick times and being rarely out of top10-20 finishes. His best 10 came in the VTTA on the E2 with a remarkable 20.22, with his best 25 in another VTTA event which this time was on the F2A/25 which it seems to be the 'new' E2 with a 52.53 at the end of the season. Also he rode a fast 50 in an ECCA event with a 01.50.32 yet again on the F2A. He was part of a CCS fastest team on 4 occasions this year. He also won the CCS BAR cup and the 50 Cup.

Like Caroline, he also rode 22 events and seems to get better with age! Great season John!!

**Sue Triplow** rode 21 events including a few 2-Ups. Her best 10 was a really good 22.56 on the E2 VTTA event, and went twice under the hour for 25miles with her best time being 59.10 again in the VTTA F2A course. She was another to ride a 50, again on the F2 course at Cambourne with a quick time of 02.07.12. Another great season for our top lady.

It would be nice to see some more of our lady riders joining Sue on the local Open TT's.

**The final rider** who has ridden almost 20 events is the evergreen (never sure what that means?) **David Fenn**. He mainly sticks to the non 'drag strip' events and has reverted back to a non aero road bike. Although his times do not seem to have suffered! He even stopped on one event to give assistance to a fallen lady rider until help arrived then mounted up and finished his ride. Chapeau David! His distance of choice is usually the 10's and during the season he was stuck in the 28's until near seasons end he twice dipped into the 27's with his best being 27.33 on the Diss event.

Two forays into 25mile territory saw him record times just 8secs apart with his best coming at 01.12.47 on the Bungay course. He's usually out in all weathers and is an inspiration to all..!

**Alex Purcell** is in his 2<sup>nd</sup> full season with CCS and seems to improve in every event he rides; consistency seems to be his mantra. He has had 4 top 10 finishes and includes a stunning sub 20min ride in the ECCA Championship on the E2 with a 19.52 for 17<sup>th</sup> place. Together with a very quick time in the 25 mile ECCA Championship with a 53.14 which was amongst the quickest of the CCS riders over the season. Alex can be very pleased with his season.

**Nick Webber** joined CCS this year from the Hadleigh Club and has slotted in very nicely especially being part of Fastest Team Prizes which he collected 3 times. His quickest 10 came on the Bungay course with a very decent 22.56. He dipped under the hour also on the Bungay course for a 25 with a 58.12 and for good measure he dipped under the 2 hours for the VC Baracchi 50miler with a 01.59.19. A good acquisition for the club!

**Simon Daw** finally saw sense and re-signed back to CCS where he has obviously enjoyed himself. He collected an array of 1<sup>st</sup>/2<sup>nd</sup>/3<sup>rd</sup> Fastest Vets awards + Age Category awards + part of 3 Fastest Team awards so not too shabby for someone who didn't start with us until July. His quickest 10 came on the Bungay course with a 21.42 with the 25 best also on the Bungay course with a 55.59 and a 01.58.04 50mile best in the Baracchi event. He started the Breckland 100 but it was cancelled (accident) just before he reached the finish; so no time but did say he was on for a PB!! Nice to have him back!

**Gary Pamment** has finally ridden a decent amount of TT events and was a revelation this season! He was rarely out of the 21or 22min times for 10milers and twice went into the 20's with quickest coming at the VTTA event on the E2 which produced a sparkling 20.42 for a PB. He also collected prizes for being part of 2 Fastest Team Awards. An outstanding season Gary!!

Our other **Gary (Johnson)** started with a full on series of entries. Unfortunately by the end of July he had to put the brakes on due to injury/medical condition and wasn't able to resume for the rest of the season.

But he was on course for another consistently quick season as he was rarely out of the 22min times. His best 10 time came on the E2 in a VTTA event with a good 21.39 and showed he would have improved had he been able. I note that he seems to back on the bike with some good rides on Strava and appears to be ready to continue next season Bravo!

**Mat Shotbolt** had a serious attempt in the early season with more than usual TT rides. His 10 times dropped from 23's to 22's to a good 21.37 for his best in the Stowmarket DCC event at Rougham. He did of course win the CCS Hill Climb event which probably didn't enter his head when he arrived at the course. But his Hill Climb time of 52.9secs was his first win in the completion and knowing Mat, he's still got that big grin on his face he wore all of that day!

**When a rider** enters 4 TT's and finishes only 3 (1 DNF – puncture) during a season, you don't really expect any fireworks in the finishing positions. Unless if your name is **Leon West!**

His first event was in the 25 mile ECCA championships on the Cambourne course and 'managed' a 6<sup>th</sup> place from a big field with a staggering 49.43 time. Next up two weeks later was the Stow DCC event at Rougham and 'managed' a fabulous 19.40 for 5<sup>th</sup> place! His last outing saw him win a 3rd place in the 25 mile Shaftesbury event, again on the Cambourne course with a 51.52!

*Nuff said – No, I've no idea what the moral of the story is either?*

**Rob Davies** had a short campaign which netted him a series of consistently quick 10's – 21.02, 21.04 & 21.22! His only 25 of the year returned a 01.02.11 on the VTTA E33 course.

**Doz Bree** had a busy early season of 8 events; riding mainly 10's which saw him progress from 23's, through the 22's before ending with quickest time of 21.40 on the E2 in the VVTA event. Had he been able to continue, I'm sure he would have reduced his times even more.

**Will Lowden** certainly shook up the CCS Evening Series with some very quick times which gained him 3 new CCS course records into the bargain. His debut (?) on the Open TT's roads showed what a talent he is with a 5<sup>th</sup> place O/A in the ECCA 10 with a 20.23 on the E2 and a **2<sup>nd</sup> place O/A** (best CCS rider placing of the year) in the ECCA 25 event on the notoriously clunky E9 course at Chelmsford with a 53.39 which is just a fabulous result. Well done Will...

**James Rush** had a very short season for him which saw 5 rides with 2 others cancelled. His highlight was the Breckland 25 where he returned a 57.48. His best result came in the CCS Hill Climb event with 2<sup>nd</sup> place of the CCS riders. Can do better reads his dads report!

**Stephen Hitchcock** rode 2 events early in the season. A 25 on the F2A course for the Shaftesbury event saw a decent return of 01.06.02 and a 02.20.45 in the ECCA 50 on the F2. Being one of a small band of CCS riders attempting a 50, he rightly voted for himself for Rider of the Year which you can amusingly read about on page 3..!

**Our 3<sup>rd</sup> lady** Open TT rider, **Sarah Johnson**, rode just 2 events, one week apart and managed to improve her 10 time by over a minute from her first effort recording a 28.41 in the Kings Lynn event. She then went away to do something maybe ending in err –*athlons* but hope she returns to proper racing next year with us!

*I hope to goodness I have included everyone who rode Open TT events and shown all their best endeavours. If I've missed anyone or got your info wrong, it's probably down to my advancing age or just maybe your results weren't sent to me?*

Rog

## Audax Final Positions Update October 2021

Date	Event	Riders
2 <sup>nd</sup> October	Extended Calender 100k + 100k	Raymond Cheung
10 <sup>th</sup> October	The Silly Suffolk 200k	Raymond Cheung

Name	Points	Total Distance	Club Audax	100 km	150 km	200 km	300 km	400 km	600 km	1000 km	Climbing Metres
Raymond Cheung	39	4,286	1	5	-	9	1	1	2	-	14,527
Ian Lovelock	26	3,177	2	3	-	10	2	-	-	-	15,150
Andrew Hoppit	21	2,558	3	2	-	9	1	-	-	-	12,400
Mick Bates	6	727	4	1	-	3	-	-	-	-	1,304
Robin Weaver	2	522	5	3	-	1	-	-	-	-	2,654
Andy Rogers	2	422	6	2	-	1	-	-	-	-	2,104
Simon Daw	2	212	7	-	-	1	-	-	-	-	1,350
Don Keen	-	204	=8	2	-	-	-	-	-	-	672
Tony Howard	-	204	=8	2	-	-	-	-	-	-	672
Doz Bree	-	168	=10	-	1	-	-	-	-	-	1,062
Jane Pearson	-	168	=10	-	1	-	-	-	-	-	1,062

Sarah Johnson	-	168	=10	-	1	-	-	-	-	-	1062
Robin Sidgewick	-	168	=10	-	1	-	-	-	-	-	1062
Tony Sheppard	-	106	=14	1	-	-	-	-	-	-	700
Doz Bree	-	106	=14	1	-	-	-	-	-	-	700
Sarah Johnson	-	106	=14	1	-	-	-	-	-	-	700
Gary Johnson	-	106	=14	1	-	-	-	-	-	-	700
Mark Swift	-	106	=14	1	-	-	-	-	-	-	700
David Fenn	-	104	19	1	-	-	-	-	-	-	672
Tom Moore	-	100	20	1	-	-	-	-	-	-	-
Viv Marsh	-	50	21	-	-	-	-	-	-	-	460

Forthcoming Local Audaxes.

6<sup>th</sup> November. Witham Essex 3 R's 100k

## Audax – CCS Final Positions

Why I am not surprised that Raymond scooped the silverware! He stealthily creeps up and bags the big prize with a sparkling array of mega distances including two 600km events. Is he human? What a long distance rider he is. I don't know about you but I'm in awe of his endurance capabilities. Ian and Andrew in 2<sup>nd</sup> & 3<sup>rd</sup> places must be wondering what they have to do to beat this cycling machine, although Ian did pip him on metres climbed. A good try but no cigar..!

A super chapeau to you Raymond, you are unstoppable and a very worthy winner.

I'm afraid everyone below the first three are just 'also rans'. Sorry!

Rog

## Isle of Man Grand Fondo & Mountain Time Trial.

By Simon Daw

Those dreams – the ones where you find yourself on a beautiful island, where the roads are either wide and smooth or car-free and picturesque, where drivers are considerate and (best of all) a pretty young woman offers to guide you around – no? Oh...just me then...

Middle of August. I'm sitting at my desk, working from home, just like I have been since March last year. I'm lucky with my job, but ye gods – I seem to have spent a lifetime in this room, and my relationship with my laptop is a lot closer than I'd like it to be. I've been pretty careful about not mixing too much since being thrown right in at the deep end by contracting COVID-19 just before the start of the very first lockdown, and – hardly a pack animal at the best of times – I've barely touched another human being in eighteen months. I'm in danger of becoming a recluse, and the reality is that only cycling has stopped this from becoming the case.

I'm pretty easily distracted by the ping of an email arriving on my phone.

It's a spammy UCI message, but at the moment, it's a break. It's about the UCI Gran Fondo and Mountain Time Trial on the Isle of Man, at the beginning of September. I've heard about the event previously, but haven't really thought seriously about going, even though I've ridden the Tour of Cambridgeshire Time Trial – part of the same series – every year since its inception, and have also ridden a couple of the world finals. I look a bit more closely now, though – I know I really need to do something to kick myself out of the descending spiral I find myself in.

It might sound silly, but taking the step wasn't easy. I'd be going by myself. I've only done that once before, some years ago, and hadn't enjoyed it at all; sometimes it's lonelier being away alone than being at home.

Nonetheless, I can be surprisingly impulsive: a bit of an oddball, the bigger the decision, the more this is the case. I'd booked my place, my travel and my accommodation before the end of the day.

September 2<sup>nd</sup>. The ferry to the Isle of Man was an experience in itself. It's about seventy miles, so not far off four hours. I was still thoroughly COVID-conditioned at this point, so the passenger lounge was horrific: apart from a couple of days at the office with a handful of co-workers and – obviously – supermarkets, I hadn't been indoors with any sort of



group since early 2020. I escaped to the deck as fast as I could. And this was the first unexpected treat – a school of dolphins arcing out of the water, skipping through the ship's wake.

The weather was glorious, in stark contrast the grey of Essex I'd left behind, and as the ferry entered the harbour Douglas looked rather like one of those elaborate villages that are an essential part of any decent model railway, with the low early-evening sun picking out the detail and the contrasting colours of the neat buildings on the promenade and the hills beyond.

The time trial was the main reason I'd come. I'd never ridden a Mountain Time trial, even in my younger days, but always loved climbs. It had been a few years since I'd ridden any hills, though, and I really wasn't sure how it would go. I sensed, nonetheless, that uphill at least wouldn't be a disadvantage. The event was on the Saturday, so I had Friday to do a recce of the course.

Snaefell is the only mountain on the Isle of Man, according to the guides. Really, I'd say it's the peak of an island that actually IS a mountain: apart from a few flatter areas to the north and south, and an east-west passageway between Douglas and Peel, the slopes start pretty much from the various bays. It takes a search to find much flat! The time trial course started not much above sea level on the outskirts of Ramsey, a pretty harbour town. Just over 10km (rather than the advertised 9km...that one even caught out some of the locals!), it climbed steeply out of the town, through a couple of hairpins, before gradually starting to ease after 3 or 4km. The second half was mostly just one or two percent, and the very final section actually a slight descent. Total climbing was just short of four hundred metres. Clearly, it would be very easy indeed to start too hard...but equally, it wouldn't be hard to lose a lot of time on the early section and never be able to make it up. I rode my recce at tempo, trying hard to avoid going too deep and dulling my legs for what I knew were going to be two pretty tough days. It was my sort of climb – a hill that can be ridden at a decent cadence.



Coming down was, shall we say, less comfortable! I descended towards the Sulby River, the plan to loop back around into Ramsey. I was never at my happiest when descending steep hills, and my lack of recent experience, combined with a strong desire to avoid another stay in ITU, was very definitely showing. Dropping down towards the reservoir, I left a substantial portion of my long-suffering brake blocks on that narrow, 15% road. Later, I visited a local bike shop that was distributing race chips, only to find out that the descent I'd just, um, "tackled" was part of Sunday's Gran Fondo course. Back to my guesthouse, and feeling pretty alone, the

doubts were starting to creep back in.

Saturday dawned cloudy. The sun was trying to break through down in Douglas, but Snaefell was veiled in grey. I drove across the mountain road to reach the start; it was enveloped in thick, swirling cloud for some miles, including the finish area and the final section of the course. It all added to the sense of drama, and the adrenalin was very definitely starting to pump.

Getting "chipped up" was a lot less formal – and smaller-scale – compared with the Tour of Cambridgeshire, and with some rather disorganised queuing it took sufficiently long for my warm-up to be pretty much wiped out. The start was on me before I knew it.

I only found out when starting to use a power meter some years ago just how much too hard I'd previously started in time trials. I know that nowadays I can hold close to 300w for a "10", and I knew that this was likely to take just a little longer. I was therefore fixed on keeping my power down to that level...but that's hard! For the first steep section, climbing through the hairpins, I could see that my average power was hovering around the 330/340w mark. It felt comfortable - in an "on the limit" sort of way - so I went with it. I started to catch riders, and all-in-all things felt okay.

The previous day, I'd been a little disappointed at the way the climb started to flatten off so early. As I passed my minute man, the draw of having him dangling in front gone, my ability to hold the power waning, this sensation was, shall we say, lessened! Climbing into the murk, roadside huts appearing out of the mist, I was, if I'm honest, praying for the finish. I did all I could to lift my speed back up to a little over 40km/h for that final downhill stretch, and it was over. I think I was slightly incoherent initially, but at least I didn't join one of the local riders, who was busy regurgitating breakfast on the verge...

In the end, I finished 17<sup>th</sup> overall, and second in my age group: I was happy enough with that.

There then followed a long wait; I was an early starter (alphabetic – unless they'd started us in order of height, there's not much other way I'd have ended up starting so early) and the climb remained closed, so we couldn't ride down, of course. Luckily, I'd had the foresight to leave a grubby old (un-nickable) windproof top behind a cairn at the finish; the wind was cutting across the mountain, with nothing to stop it between me and the UK, and even with my unpresentable but normally effective layer I was pretty chilly. We rode down in a group. Well, we started in a group, but some decided to slipstream the escorting van down the descent, and my descending was definitely not going to

allow me to try that sort of silliness any more. I ended up riding down with a local rider, Carrie Wernham, and her friend Caitlin, to whom I'd been chatting before the start (well, more, "Are you in the queue?" – see "queueing", above) and after the finish. To be truthful, they completely dropped me once we got back to the steep bit, but I was able to rustle up the excuse that I was on carbon rims and rim brakes. They waited at the bottom, resisted looking at their watches as I approached, and to my surprise Carrie asked if I'd like to go for a coffee. One of the things that was very much evident during my visit is how much friendlier and more open everyone was, compared to Essex. (Okay – not much of a comparison, I grant you.)



In any case, within the next hour I felt as though I was part of the local cycling community, in a way I couldn't ever have hoped for. Not only that, I was INSIDE a café, with actual people and everything. First time since The Blue Egg, March 2020, two days before I went down with "the" symptoms and probably introduced Great Bardfield to COVID-19. I'd not really known how I was going to approach the Gran Fondo, the following day, but chatting to Carrie whilst being bequeathed her cake, an obvious plan was starting to present itself.

The Gran Fondo is 130km, but that really does not tell the story. Flat for the first few kilometres – even taking in a lap of the old airfield at Jurby to make me feel really at home – it then begins a mixture of continuous short (for the Isle of

Man – HUGE by Essex standards) climbs, and three utter monsters. These latter – unlike the mountain road used for the time trial - manage to combine both length and some extremely steep sections. Additionally, the course takes in a gravel car park and a forest trail section that was described in the manual as Strada bianche: in truth, strade marrone would be nearer the mark!

I opted to ride with Carrie and two of her teammates, Rachael and Emily. Happily, they also opted to ride with me, because although I was riding reasonably strongly on the climbs and on the flat, they dropped me on the descents. Every. Single. Time. We had a few issues early on – I'd had problems with my GPS the previous evening, had turned satellites off, had left them off, and spent a couple of minutes trying frantically to sort it out so I knew where I was (and so that I had some sort of evidence – obviously!). Rachel then lost her chain on Jurby airfield.

The worst, though was that I'd noticed one particular rider who definitely fell into the "chopper" category. I was keeping my distance from him – one thing I *have* retained from my road racing days is my intuitive sense that someone is going to be an issue from a very early stage – and I signalled this to Carrie... she'd also already noticed.

I was on the front of our group as we approached the village of Ballaugh. We were tapping along at a reasonable pace, and one of the great things about riding in my group was that Carrie was giving me a near-constant commentary of what was ahead... "There's a steep drop, switchback to the left at the bottom with a stone bridge"... that sort of thing. Here, she warned that there was a hard left immediately after the pub. There's the pub. Left it is. I swung left, and a fraction of a second later heard that stomach-churning clatter that only a cyclist really understands, as someone went down hard, and bike and body slid. I was mortified that I might have caused it, although I couldn't see how. However, apparently our chopper had lost control through the corner, had come way off his line, wheel kicking out...and of course, had clipped Rachael's front wheel as he wandered across.



It was lucky that her visible injuries appeared remarkably slight, but she'd hit the ground hard, and was understandably shaken. This was all before thirty kilometres had been covered. Some distance later we caught our friend (naturally, he hadn't stopped), me on the front again. Thoughts of an unfortunate change of line as my back wheel passed his front wheel occurred to me. As it was, I went for the opposite approach, and used the closed road to pass as widely as possible, lifting the pace a couple of notches as I did so. A quick glance over my shoulder as we rounded a switchback confirmed he'd gone, and the next time I saw him was after we'd finished. Well after.

The day was pretty cloudy, but even so the views were spectacular. I remember when racing in other parts of the country that I'd finish a 150km race and barely have seen a thing, for all the most obvious reasons. On this day, I could take most of it in.

For anyone planning to ride this event, I need to mention the final climb, Injebreck. I'd been warned about it by my friend in the bike shop, and Carrie seemed to be giving me what I was sure was an unnecessarily detailed and over-dramatic countdown and account of its horrors as we approached. I was wrong. She was right. At its bottom section, the gradient is around 20%, the road is narrow and the surface uneven. Riders hit the bottom of the climb, seemingly face-first, at 100km, so there's a certain lack of sharpness in the legs. To add to the entertainment, someone with a warped sense of humour has decided to install a cattle grid on the very steepest section, so that riders are faced

with a choice of either dragging out what little power is left to knee-buckling levels in an attempt to pick up a little speed, or hitting it slowly and risking an undignified fall as the wheel turns between the grids, or walking (and then probably being unable to get back on, due to the gradient).



I gave the climb everything I had left, which wasn't much and certainly wasn't enough, and told Carrie I'd try to keep my effort going to the top, and that she'd catch me on the descent (THE descent, as described yesterday). Needless to say, she did, relaxedly tearing up to me, chatting to her friends, as I clung grimly to the brakes. Legs now just rolling, I then rode the flat final ten miles with Carrie, Rachael and Emily on my wheel, churning past a couple of very tired-looking riders. There was a social gathering in Mooragh Park after the finish, one from which I'd have slunk quickly back to my car had I been alone, but again I was made welcome by friends and relatives of my companions. With my having barely touched another human for so long, Carrie had to more-or-less surgically remove me from her hug. The Covid paranoia was slipping away, only to be replaced by a distinct consciousness when changing out of my jersey later that I must have stunk! (Not a strong feature of those Endura CCS tops...) To round the day off, Carrie, Emily and Rachael had achieved a 1,2,3 in their category, all finishing in the same time, and the organisers opted to award each a winner's jersey, in recognition of their team

effort. It was a highly fitting end. I'd not made the first 100, and was well over an hour behind the winner of my category, but couldn't have been happier if I'd been atop the podium. (Well, okay. Maybe a bit.) I still had two more days, and Carrie advised me of good routes, and of places to visit. She warned me off of the main roads, in the same way that I would for anyone visiting Essex or Suffolk. However, I have to say that one of the most striking things I noticed is that even on the biggest roads, like the A1, drivers are almost invariably patient in a way that's quite rare in East Anglia. Even when climbing, on a road that's wider than the A131, and nearly as busy, drivers – white vans, taxis, the lot – consistently waited behind until there was good visibility, and then nearly always gave a HUGE amount of room. On those main roads, though, the traffic speed is often high – there is no national speed limit as in the UK, so as soon as one is out of town, it's generally a case of fast-as-you-want. Driving the mountain road at 50mph –



fast enough for me! – I had several cars fly past me as though I was standing still, and that was the one place I had a near-Essex-standard (not quite) close pass when cycling. However, to say that I felt safer when cycling on the Isle of Man compared with home would be a major understatement: it was a different world, and I find it incredible that such a different mindset can exist in two places so closely bound.

The place really is utterly beautiful. Each town has its qualities, though Peel would have to be my favourite ("Peel is lovely, but I'm biased because I live there", I was told. It is, and she's not). Its harbour and castle nestling beneath the hills, it is possibly the most photogenic town I have ever visited, with every turn offering a new perspective. I was only briefly in Castletown, but it also looks lovely. Ramsey and, particularly, Douglas, are a little busier, and both have the feel of towns not

unlike Sudbury, but again both are very beautiful and very welcoming. Obviously, always close is the mountain, and always close is the sea. (Determining club run routes must be interesting: clockwise or anti-clockwise must be the main question!)

However, there are plenty of other places of beauty. There are very few where people are so welcoming; nowhere, in my experience, and in fact "welcoming" barely seems adequate, making one think of artificial-faced cabin crew "welcoming" passengers, or a plastic sign outside Tesco. There was nothing plastic or artificial about this welcome. The beauty of the island is more than skin-deep.

I'm definitely going back – very little would stop me, as you'll probably have sensed – but if there is interest, I'd love to organise a club visit next year; we now have a friend on the island, and apart from the Gran Fondo, Carrie has suggested the July Lighthouse Challenge, another local sportive which I'm assured has fewer climbs (and descents). Do email me ([welfare@cycleclubsudbury.com](mailto:welfare@cycleclubsudbury.com)) or talk to me if you think you might be interested in a visit of some sort.

Links –

My ride in the time trial – <https://connect.garmin.com/modern/activity/7425196486>

My ride in the Gran Fondo (minus the first 3km – see above...) - <https://connect.garmin.com/modern/activity/7433109396>

Gran Fondo Isle of Man - <https://granfondoisleofman.com/>

The Lighthouse Challenge - <https://www.granfondoguide.com/Events/Index/6442/isle-of-man-lighthouses-challenge-powered-by-microgaming>

# British Cycling Coaching/Commissionaire

I hope everyone is well and I would ask that you take few seconds to read this email as it could have a major impact on how the region works in 2022 and beyond and once read share amongst your clubs and on your social media platforms.

As some may already know, we are in desperate need for officials and without new blood coming into the role's the calendar of events for 2022 and the future will have to be severely cut back as those officials that are left will not be able to cover all the events we usually run, this will have a major impact on the future growth of the sport and also our plans to develop and improve the offer we want to give for youths and woman.

We are looking for willing people who want to step into the position of Commissaire for Circuit and Track, especially in the London and surrounding areas up to Colchester where we have a great new facility just been built.

If we can train 10 to 12 people for circuit and 5 or 6 for track, we will be heading in the right direction to be able to support a good level of events in 2022 and beyond and out of the 18,000 members we have in the region this is not a big ask.

The training for both courses takes the same route. Initially the volunteer trainees will attend on line classes that take place over 2 evenings each lasting about 90 minutes, once that has been completed the trainees will start "on the job training" at events, this is done at a pace that suits the student and during this they will be supported by a fully trained comm in the discipline, from here when both the student and mentoring commissaire feel they are ready the trainee will move onto a Regional B Comm status where they can assist at events unaided and also undertake training to become a Regional A Comm if they so wish.

We have courses coming up for both disciplines.

CIRCUIT: On the evenings of 16<sup>th</sup> and 18<sup>th</sup> November at 7pm the link to join this course is [www.britishcycling.org.uk/events/course/details/6941](http://www.britishcycling.org.uk/events/course/details/6941)

TRACK: On the evenings of 30<sup>th</sup> November and 2<sup>nd</sup> December at 7pm the link to join this course is [www.britishcycling.org.uk/events/course/details/6942](http://www.britishcycling.org.uk/events/course/details/6942)

If anyone wants more info on what a Commissaire does this can be found at this link <https://www.britishcycling.org.uk/coaching/article/trainee-commissaire>.

I have attached 2 adverts you might wish to put out on social media.

Thank you for your help, if anyone needs any further information please don't hesitate to contact me.

Regards

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Regional Events Officer Eastern

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