



The Spindle. OCTOBER 2022. cycleclubsudbury.com

What a difference a couple of weeks have made! We knew the colder weather was coming sometime, but it was still a shock to us all when it did.

Lovely while it lasted though. Now its 3-4 layers on, warm leggings and proper lights needed for me on my teatime rides with James!

When the 2nd week passed by during this month, I started to wonder what the heck was going into the next Spindle. Panic set in until a few texts to my reliable usual dependable correspondents for content and all became calm when they got to work. Thank you to all involved.

So we have lined up for you, in no particular order.....a very suitable photo of Wednesday riders who found a way of commemorating our late Queen Elizabeth II which I was originally floundering on how to mention the event! It's just below this page...

A comprehensive report from Simon Daw's heroics on the Isle of Man competing in the Gran Fondo over there, Caroline also ventured off the mainland for a windy TT on the I. of W. tells the story in her Blog, Ian Lovelock is still writing up his LEL report which he has promised for the November edition, but sent in details of the CCS Audax he organised recently so was forgiven. The Open TT results and round-up is always of interest to our TT-ers and read who was my Rider of the Month is. The SPOCO and Audax competitions shine brightly; both of which are going down to the wire and are very, very close. It's been so exciting; I think I'll write a book about it! And news (good) about 4 free go's on the Colchester Northern Gateway track sessions. They proved very popular during last year's 'off season'

Rog



Our patriotic Sudbury Riders take time out to honour Queen Elizabeth 2nd.....



While others just take time out! Well, it was a long, long way to Edinburgh!



Isle of Man Gran Fondo

by Simon Daw

It's been a strange year: like a lot of others, I've tended to lose interest in what I still like to describe as "racing" (which for a good while now has just meant slower and slower time trialling). Increased danger, increased costs, fewer incentives; whatever the reasons, I can't say I've missed it a lot. Some may remember my article for the Spindle last autumn about my visit to the Isle of Man. 2021 had been my first visit, but I was never in any doubt that I'd return – the island is paradise for a cyclist, which is probably one of the reasons it continues to pump out a steady stream of world-class riders. Although my lethargy had stopped me from entering many events, I'd pre-entered three events in the Isle of Man back in February, and in any case I was really looking forward to a much needed holiday (seventeen days – a record for me since childhood, and possibly ever!) and to again riding roads that are so much more cyclist-friendly compared to Essex. I'd wanted to ride the two UCI World Series events - a 130km Gran Fondo and an 11km Mountain Time trial – which I'd ridden last year. However, Carrie, a friend on the island, had also suggested a sportive called The Lighthouses Challenge, a 100-mile lap of the island; given its name, you'll not be amazed to hear that it covers a good deal of the island's spectacular coastline. The length of my stay was pretty much forced on me by the fact that after initially being planned to be held on consecutive weeks, date clashes meant that the Lighthouses ride was moved forwards a week. I couldn't face trying to exist out of a B&B room for a fortnight or more, and therefore booked a holiday cottage. In the event, I was probably very lucky, and found one in an ideal location close to Ramsey and the hills, but actually in the flatland to the north. This was ideal for mixing the training; the island can present difficulties when planning recovery rides, because in many places pretty much every road is either up or down, usually quite steeply. Anyway, quite apart from the location, the cottage was like home from home, except a lot tidier. Of course, a stay of that length meant that I wasn't going to be cycling every day, and certainly not doing hard rides nose-to-tail: I'm not Andrew Hoppit or Ian Lovelock! This doesn't present a problem on the Isle of Man, at least for me, having an interest in both natural and social history. I spent a lot of time travelling the length and breadth of the island, usually using the excellent public transport, including trains and trams, visiting places of interest, which are pretty much everywhere. I also met up with Carrie, along with her partner and friends, for meals and for swimming expeditions (her and friends, not me – I was the guardian of the car keys...). Nonetheless, the cycling itself can only be described as spectacular; there really are very few roads on the Isle of



Man that are not a pleasure to ride, even if the surface on some is a little more "farm track" than "road". (Others are quite the opposite, including all of the famous TT course, which is consistently better surfaced than most runways.)³ I was riding the Lighthouses Challenge on the very first morning after my arrival; it was a case of disembarking at 6:30pm (or a little after – the ferry had to wait for a kayaker who was paddling across the entrance to Douglas harbour – the Isle of Man is like that), finding the event organiser, who had kindly agreed to let me sign on separately from not only the "main" registration session, but even after the "latecomers" session (the Isle of Man is like that), doing a hasty shop (unnecessary, as the cottage owners had considered

this, and left me supplies – the Isle of Man is like that, too), doing a very hasty unpack and then crawling into bed after twelve hours' travelling. The event itself was a delight, in an extremely gruelling sort of way. Carrie had described it as flatter than the Gran Fondo, and this is true, though

only in the sense that fuel bills in the UK are low, as in lower than they'll be in January. Bills are high, and the Lighthouses Challenge is hilly. By the first feed station after around twenty-five miles, most of which were either up or down in pulls which more than made up for their lack of length (by the island's standards, rather than Suffolk's) with their gradient, I was seriously wondering if I'd make the finish. I'd also had to walk one descent, into Port Erin; my nerve on descents no longer exists, and I consistently lost heaps of time every time the road dropped. This particular one must have been around 25%, and with my brakes jammed firmly on, had I opted to continue riding it was only a question of whether my tyres would blow due to overheating or I would affect a graceless over-the-bars somersault. I was attempting to ride with another local friend, Tufty, but found that I needed two decent climbs to make up the time I'd lose to him on one descent. The maths doesn't work. The route happily gets a little easier after that first stop, albeit taking in the fairly brutal climb of the Sloc. I managed to get myself into a group of around twelve for the leg up to the Point of Ayre, although I lost Tufty, who ended up by himself behind us, and most of the twelve were looking a little like I'd felt at that first stop. By Ramsey, it felt as though, with just twenty miles to go, the work was done. However, the group I had been with had disintegrated – my observations proved accurate – and there were just two of us left. A helper at Ramsey cautioned about that final leg, and her advice proved prescient; Maughold would, by itself, be hard, but the final climb to Creg-ny-baa, at ninety miles, really tests the moral fortitude. My companion and I had both also blown by this point, and it reminded me of some of my grimmer experiences in my twenties, just desperately trying to reach home / the finish / food. The final drop back into Douglas was, as they say, on



vapour. The event is a fantastic way to see the towns of the island, though, and the scenery is simply spectacular. I'm usually a little sniffy about medals for sportive finishers, but I have to say that I felt I'd earned one by the end of this. I also can't fail to mention the atmosphere in the quayside at the finish; with throngs of people (including normal people, not just cyclists), live music, refreshments and a free (much-needed) massage, it was a great end to a fantastic day, and a great start to an amazing holiday. The UCI events were at the opposite end of my stay, taking place on

the final weekend. (The seventeen days were seventeen rather than sixteen because I'd opted to stay until Monday, because I didn't fancy driving 270 miles after the Gran Fondo.) I won't go into huge detail here, because my write-up from last year is available to anyone who's interested. The time trial was run off in better conditions than last year, when there was cloud down on the mountain and a stiffish crosswind. I'd already done "the view" during my stay, but I was treated to the stunning panorama presented by Laxey and the sea once again from the top. Getting there isn't easy, though – although the event is only 11km, it's basically one climb of the Mountain Road which tops out close to the summit of Snaefell. This is an advantage for me (no descents, for one thing), and I felt that, having ridden this event and also a hill climb on Snake Pass last year, I was better prepared. I managed to beat my time by nearly a minute, and to improve my age category placing from second last year to a win this year – the first time I've taken a World Series winner's jersey. Unfortunately, the official photographer managed to completely miss me during the ride, despite managing something like eight of my warm up / cool down partner Emily (another IoM friend). I learned that sticking with Emily was a good way of getting photographed, albeit usually clipped / facing the wrong way / totally out of focus, and did manage to sneak into one picture in which I'm riding around on the top with her after the finish! I decided to hedge my bets a little for the Gran Fondo; I had no intention of trying to give Chris Lawless, Mark Cavendish or Ben Swift a run for their money, and would probably still be in some Manx ditch or other had I done so, but equally felt that I'd like to give it a bit more of an effort than I had last year, especially now that I knew the roads. Emily was looking

fairly motivated, too, so I decided to stick near her (photos) and see what happened. What did happen was that after a fairly quick start (photographed lining up, with Emily, albeit that the photographer only managed the back on my head. Nice one of Emily, though) I found myself in a group of about thirty, bowling along at a 35 km/h pace that left us minutes behind the “pro” group but which was plenty fast enough for me, especially knowing what lay ahead. By the first monster climb, Druidale, I was feeling confident that I could get myself into a good position by the top, allow myself to put on a display of descending skills on the way down, and – even though that would mean being caught by twenty riders or so - still be close enough to the others (including Emily) to be in with a chance of a good photo. This was all going to plan by the top of the climb. After getting boxed in low down, I managed to wiggle my way through and cross the summit in the first five (bear in mind that I'm disregarding the 50 or so decent riders whom we've now forgotten). At first, the descent went to plan, too. One rider had forgotten to turn on a sharper-than-most bend on the first, wider section, and had taken the Lance Armstrong approach, unfortunately failing to quite make it work. Seeing his rescuers trying to scramble down to him didn't exactly bolster my confidence, but I was okay, being passed by a handful of riders, including Tufty, near the bottom. Next followed a much narrower stretch, including another short but scary twenty percent drop, this time with a very poor surface and a tight corner at the bottom, beyond which was a scrubby hedge and a rocky mountain stream. Knowing it, I'd practised it three times during my stay. (Successful “practice” involved getting down it without either stopping or walking.) This time, I was screaming down at it at nearly 7mph, when two riders flashed past, one shouting that I'd wear my brake blocks out. I continued to sweat my way downwards, and they disappeared out of sight. (Eventually) rounding the corner, I became aware of a loud moaning. Because of the hedge, I'd have been unaware otherwise, and the escorting vehicles and motorbikes would have also seen nothing, I'm sure. My friend with the helpful “brake blocks” advice had, attempting to negotiate the tight, narrow bend with an uneven surface and gravel at probably 30mph, instead pitched through the bushes and into the stream. I've seen similar, many years ago, at Hawkedon ford. However, the Glem is characterised by a soft, muddy bottom, and often a fair amount of water. This stream had lots of rocks, no mud, and around two centimetres of water. A broken collar bone, probable broken ribs and possibly a broken arm had been the result. (And a lot of moaning.) Anyway, that was pretty much it, as far as my efforts went – the ambulance was actually very fast (twelve minutes), but all the riders in my erstwhile group were long gone by the time I remounted, including Emily (who is a nurse; I'd tried to have her intercepted for her professional advice by stationing another rider who had stopped in the road and giving him her description - “She'll probably be being photographed” - but I reckon her reaction was similar to that of a police officer I was once with when we both witnessed a road accident in Hedingham!). I rode the remaining 80km or so by myself, mopping up riders I'd dropped at the very start, and finally catching some of my group on the very last major climb. The good news, though, was that Emily had finished second woman, giving the photographers plenty of podium opportunities. I don't yet know the dates of next year's events, but it's hoped to organise a club group – we have five or six who are so far interested. Some may wish to make it an extended stay, but of course the option is there to just go for a few days. I can't recommend it enough – it's a truly magical place. It's unlikely to be a cheap trip – the ferry and accommodation are both likely to be fairly expensive – but I can guarantee an amazing experience. Let me know if you're interested!





Caroline's Blog

My sister lives on the Isle of Wight and not been able to visit since before Covid. I spotted The Whitelink Mountain Time Trial road bikes 40KM on 4th September.

My team support Dave offered to drive so on the 2nd September with bikes on the back and tents in the boot sailed across The Solent from Portsmouth to Fishbourne.

I picked a campsite near the charming village of Brightstone which was directly on the time trial route. There was a strong but warm breeze from the sea so we

had a race to put up the tents the looser to buy dinner.

Dave did win this challenge but mainly due to the fact that he hid the one mallet needed to knock the pegs in. But to be fair his did look neater than mine.

After morning breakfast of porridge always tasting better cooked outdoors we went for a cycle ride. The Time trial headquarters was at The Chessell Pottery Cafe about 4miles from the camp site. We followed the time trial route which was described as having 5 left turns and 4 climbs and all to be ridden twice to complete the 25mile route.

Freshwater Bay was 1st a sharp left hand turn then straight up for about 1/2 a mile then a long and winding drag to the top I believe this climb they called Hunny Hill. The views at the top breathtaking as was the downhill section close to the coast with twists and turns. The roads were in lovely condition with very little traffic.

The course continued along the coast a fairly flat section until turning left past the campsite though the village of Brightstone with a couple of short sharp climbs then the one called The Brook which was particularly nasty and came just before the finish.

I visited my sister and prepared my bike for the next day and relaxed on the campsite.

A walk onto the beach and a paddle in the sea's cold water done wonders for the muscles.

Next morning with my start time of 09.36

I calculated breakfast at 6am just as it was starting to get light and also needed to pack up the tents.

The wind during the night increased and by 2 am the tent was threatening to retreat out to sea.

The wind continued in strength as I set off on the 25mile course and got around well except for Freshwater Bay and my gearing not quite right and grinding up the 1st steep section. The steep decent down was very challenging as I could feel the wind attempting to blow me and the bike off the island.

I set off on the 2nd circuit and got myself well prepared to take Freshwater Bay in correct gear but as I came to the junction had to stop and give way to 2 leisure cyclists coming from the right. I was unable to get back on so had to run up the steep hill and jump on at the top.

I completed the Time Trial in a terrible time of 1 hour 53 mins and 29sec

There was a lovely atmosphere at the headquarters and the chap who on the day, advised me that for that course the wind directions were the worst he had ever known and as 2 didn't in fact finish I did quite well. Thank you Dave the cycling on the island was great many lovely villages and cafes to explore.

Caroline Wyke

PS.

The wind conditions were described as Strong Southerly gusts meaning that there was a cross wind on the Military Road and over Freshwater Bay making it difficult for riders to stay upright.



CCS AUDAX events – Wormingford Dragon & Wym

10 September 2022 by Ian Lovelock

A lovely warm and dry start to autumn was replaced with a cloudy day interrupted by a couple of showers for the Wormingford Audaxes that Cycle Club Sudbury hosted. Riders of the Dragon 200km and Wym 100km were welcomed with tea & coffee before being released onto the routes at 8 O'clock & 9 O'clock respectively.

The Wym had the greater number of riders with 37 Entrants of whom 34 took to the road and all completed the event. One rider extended the ride to visit many churches along the way to incorporate “*ride+stride*”, an important fund raiser for English Churches that takes place each September. The Wym route is predominantly on quiet, level(ish) roads and take in some of the finest of the Essex and Suffolk countryside between the Stour, the Lark and the Gipping rivers with a cafe stop at Maglia Rosa - actually the Wym has more climbing per km than the Dragon as many pointed out to me on their return.

The Dragon shares much of the Wym route breaking off to head to Newmarket, rejoining to visit Maglia Rosa before hitting the flat roads to Debenham and returning home after passing Stonham Barns via Hadleigh. I was delighted that we had 20 Entrants for the Dragon 200km of whom 14 riders started and 11 completed the event. Our own Les Dunham was the only CCS Rider to complete the Dragon.

Many thanks go to Sue Dunham & Lucy Lovelock who served up pizzas to returning riders and I was very grateful to Andrew Hoppit, Raymond Cheung & Sue Dunham for their help in the early morning. And after all costs some £69 was donated to CCSudbury funds.

*Dragon's & Wym's are not the only
beasts in Wormingford!*



*CCS Crew ready for the road
(Not everyone got the message about uniforms!)*



Open TT Results for September

Monthly Open TT Round-Up

<i>C.C.S. Riders - Open T.T. Results - September 2022</i>						
3rd Sept	VTTA - Newmarket	E2/10	G.Pamment	10	21.21	54th
3rd Sept	VTTA - Newmarket	E2/10	S.Triplow	10	22.55	85th
4th Sept	Wightlink Wight Mountain Chessell Isle of Wight	PO/10/40	C.Wyke	40K	01.53.29	17th
10th Sept	ECCA - Newmarket	E2/10	S.Triplow	10	24.02	25th
10th Sept	Icknield RC - Tring	F11/10	A.Purcell	10	20.02	11th
17th Sept	DAP CC - Bungay	B10/43	G.Pamment	10	22.38	15th
17th Sept	DAP CC - Bungay	B10/43	D.Fenn	10	28.39	54th
17th Sept	DAP CC - Bungay	B10/43	C.Wyke	10	32.14	57th
24th Sept	VTTA - Cambourne	F2A/25	S.Triplow	25	1.00.42	98th
24th Sept	Kings Lynn CC - Downham Market	B10/37R	N.Webber	10	23.40	11th
24th Sept	Kings Lynn CC - Downham Market	B10/37R	C.Wyke	10	32.06	35th
24th Sept	Kings Lynn CC - Downham Market	B10/37R	T.Law	10	45.04	38th
25th Sept	Lea Valley CC Crescent ECCA 30 Championships Saffron Walden	E1/30	C.Wyke	30	01.44.11	19th 2nd Lady

With the season tailing off, we see a reduction of riders competing.

Alex takes the Ride of the Month award for being millimetres away from recording another sub 20 minute ride by just 3secs in the Icknield event at Tring!

Gary meanwhile rode his fastest 10 of the year (PB?) on the VTTA E2 early in the month.

While later in the month, Sue rode another 25 just shy of going under the hour at the VTTA event also on the E2

She also became the first CCS lady to appear in the Cycling Weekly results, being 1st in the Ladies section in the end of last month's Victoria CC's 10.2mile event on the E1 course. Fame at last Sue!

Caroline travelled abroad to the Isle of Wight where she battled ferocious winds during a 25 miler and was 2nd lady home in ECCA's 30 championships on the E1.

Finally a mention for our SuperVet Terry. He finally shook off his recent injury to ride his first 10 of the season at the Kings Lynn event recently. Chapeau mate!

The yearly round up for CCS riders was to have been in this issue but I forgot the season trickles into October. So the November issue it will be!!

Rog

Colchester Northern Gateway FREE TRACK NIGHT Tues 4th of Oct at 7.00-8.00pm.

There's a **FREE CCS track session** at the above, 7-8pm, for paid-up 1st and 2nd claim CCS members. All abilities welcome. Find a group at a speed to suit, or ride individually, your choice! Excellent track surface fully lit.

If you'd like to come, please let me know by email to pamandrobinw@gmail.com or text 07931 101264.

To find the Northern Gateway track, follow the Park and Ride signs from junction 28 on the A12, and turn right when you're on the approach road to the Park and Ride.

Future free track nights; make a note of the dates now! 18 October, 8 November, 22 November, all 7-8pm.

Audax Update September 2022 *by David Fenn*

Date	Event	Riders
20 th Aug	DIY 200k	Raymond Cheung
26 th Aug	DIY 100k	Ian Lovelock
3 rd Sept	Suffolk coast and back 200k	Mick Bates
10 th Sept	Wormingford Worm 100k	Raymond Cheung + 100k, Robin Weaver, Gareth Smith Tony Sheppard, Ian Lovelock, Les Dunham, Mick Bates.
10 th Sept	Wormingford Dragon 200k	Ian Lovelock, Les Dunham
17 th Sept	Hertfordshire Greenways 109k	Raymond Cheung
21 st Sept	DIY 100k	Ian Lovelock
24 th Sept	The Suffolk Byways 113k	Raymond Cheung, Ian Lovelock, Andrew Hoppit, Tony Grimes

Name	Points	Total Distance	Club Audax	100 km	150 km	200 km	300 km	400 km	600 km	1000 km	Climbing Metres
Andrew Hoppit - 4235	41	5,539		7	3	12	1	2	1	-	23,204
Ian Lovelock - 5675	43	5,483		9	-	13	1	2	1	-	25,774
Raymond Cheung - 1007	45	5,465		12	-	14	1	1	1	-	20,250
Mick Bates - 3824	4	1,252		5	2	2	-	-	-	-	6,243
Robin Weaver - 7481	2	1,129		9	-	1	-	-	-	-	7,935
Les Dunham - 28601	4	1,095		4	1	2	-	-	-	-	5,682
Andy Rogers - 17627	-	581		4	1	-	-	-	-	-	3,862
Tony Grimes - 7106	-	333		3	-	-	-	-	-	-	2,386
Gareth Smith - 15014	-	306		3	-	-	-	-	-	-	2,231
Brian Mann - 4689	-	206		2	-	-	-	-	-	-	1,250
Don Keen	-	106		1	-	-	-	-	-	-	700
Nick Reed	-	106		1	-	-	-	-	-	-	700
Tony Sheppard - 12503	-	100		1	-	-	-	-	-	-	931

Forthcoming Local Audaxes.

1st October, Dunmow 100k and 200k

9th October, Carlton Colville, Lowestoft 100k and 200k.

.5th November, Witham, Essex 3r's 107k

CC SUDBURY SPOCO LEAGUE TABLE 2022

POSITION	RIDER	EVENTS	POINTS TOTAL
1	David Fenn	23	2065
2	Caroline Wyke	22	2015
3	Nick Webber	13	1368
4	James Rush	5	526
5	Alex Purcell	4	468
6	Simon Daw	4	455
7	John Bradbury	4	453
8	Susan Triplow	3	303
9	Gary Pamment	2	219
10	Dan Upton	2	198
11	Will Lowden	1	120
12	Gavin Ratcliffe	1	104
13	Charlie Heeks	1	102
14	Gary Johnson	1	98
15	Adrian Ablitt	1	87
16	Kirsty Fenner	1	84
17	Terry Law	1	83

Audax Report

Ian has ridden more Audaxes than Andrew recently but still finds himself about 100kms behind....BUT...his LEL points haven't been added yet as the organisers have either fallen asleep or are having trouble with their harder sums! But what is this, Raymond has appeared from nowhere to be only 18kms behind Ian from his latest 4 rides. 1st, 2nd & 3rd places are all up for grabs....it's all gone bonkers!!!! All will be revealed in the November edition, so calm down Roger!

SPOCO Report.

Well, who saw this one coming? Caroline has taken advantage of David's leave of absence (holiday!) to get within 50 points of him! Although her ride abroad in the I.of W. did her no favours as it was out of the East and South East SPOCO areas! So they both took their eyes off the ball (road?) She has caught up from the sheer number of events ridden this month! Just a few events left in early October should sort it all out. Whoever wins, it's a huge congratulations to them both for riding nearly 50 events between them..