



The Spindle. SEPT/OCT 2023. cycleclubsudbury.com

The Indian summer we had recently was a pleasant surprise although it ended as quickly as it began. It promises to return in the next few weeks but I'll believe it when I see it. A few more visits to the seaside and rides out on the bike were my bonus's and lot of other riders were out as well as they enjoyed the balmy days!

The change back to cooler and wet days soon saw me cooped up in my editorial room making an earlier start to Spindle than normal. More of that later..

In this issue, there's something new in the form of a resurrected favourite (?)...The Rider Profile (as suggested to me by Dan Upton) - which is really worth reading for the amount of helpful TT tips. It's by Alex Purcell who is one our top riders and reads like a 'How improve your performance on a road bike'. Unmissable!

Also, the phenomenon that is Ray Chung recalls his latest attempt on the Paris-Brest-Paris recently. Very inspiring and not for the faint hearted + Confessions of a novice Audax Organiser who plunged head first into his 1st CCS event(s) and came up smelling of roses + An account of a world championship qualifying event in less than salubrious weather conditions + news of a new 10 mile course record broken on an unusual machine + a final results round-up of the CCS Evening Series (but no Open TT results as the season continues into early Oct) + Caroline's Blog which includes also breaking a new course record that she really didn't want to do + a local report on the madness that is watching a high speed peleton ride through a small town's High Street + other little nuggets of 'cyclery'

Now onto the Elephant in the room!!!.....

I have previously over the years tried to pass the Spindle 'editorship' (and failed) to someone with a greater grasp of 'IT' than which I have gained over the years. I think it's fair to say that I am verging on being an 'IT illiterate' who takes 4 times longer to produce an issue than someone who is IT proficient. If it's not simply just Copy and Paste to the articles sent in, then I'm floundering to the point of despair!

So I really must ask for someone to step forward and take over as I think that producing (somehow) over 140 editions in 14 years is a good run and deserve a break to retain my sanity. Spindle needs someone with fresh ideas and maybe a different slant on the content.

The staple articles are all covered by regular contributors..i.e; SPOCO & Audax reports, CCS Evening TT Series points results, Club Diary, Caroline's Blog and I'm prepared to carry on with the Open TT recording and reporting. It just needs some enthusiastic (IT savvy!) club member to pull it all together who would need to scan the social media/and pick up on news stories on the ground to gather likely candidates to approach for articles.

I very rarely get flat refusals to my requests for articles and only receive positive responses. If you think you may be interested, either contact the committee or make yourself known at the upcoming AGM/Awards evening. I will be there if you feel the need to discuss it with me first! If no one comes forward, then Spindle will be lost which would be an awful shame.

My final Spindle will be published at beginning of December 2023.

Rog

IoM .World championship qualifier.

By Nick Webber

It was lovely to find that the island was so much quieter outside of the IoM TT fortnight. However, the mistake I made on my first evening was to ride the smooth tarmac of the famous Mountain Road over the island during rush hour as part of a recce of the UCI time trial course. It was later explained to me by a couple of local riders that cyclists completely avoid this route as, outside of towns and villages, there is no speed limit and drivers like to make the most of it.

When I looked behind me as I crawled up to the misty summit to the "Bungalow" I could see a massive queue of drivers. Several of them expressed their disapproval of my unwelcome presence with judicious use of their horns.

This didn't put me off as this is largely a very friendly island with lots of space and tolerance for cyclists.



Come the day of the UCI time trial I had an idea of what to expect but was particularly impressed by the laid back organisation of such a prestigious event. In comparison to other UCI events I have taken part in, this was more akin to a club time trial. The registration area was on a tiny grass verge at the edge of a small housing estate. We have far more room in the Lavenham car park. On the other hand, the roads were closed so we had the comfort of riding across the whole road without any consideration for motorised traffic.

At 6'3" and 13 stone (82.5kg) I am not ideally suited to a mountain time trial but I still felt confident of a good placing. While the lower gradients are vicious and are in double figures the upper slopes flatten out so I knew I could hammer the last part of course. That was the plan....

Because of the TT races the IoM government make sure the road surface is very well maintained and, owing to a small landslide earlier in the year, the lower part of the course was all fresh tarmac. Consequently, the ride felt smooth and gave the deceptive impression of riding quickly. Most time Trialists will recognise that feeling of effortlessness at the start of a big event when adrenaline buffers any sense of pain. As the first couple of km went by in a flash I was more aware of the beauty of the wild landscape than the pressure on the pedals. That didn't last of course!

By the halfway point my heart was racing and that familiar burn in my thighs was evident. The air temperature was noticeably decreasing by now and I could see ahead that the upper slopes were shrouded in mist.

As the gradient gradually eased it brought a more familiar riding position and I was able to significantly increase my speed. As I headed up into the damp, cold mist it felt like I was riding a Belgian classic in April. It was an odd but rather exciting feeling; I was in a race but I could see nobody else. The finish line definitely came too soon for me. Chris Boardman would have said I didn't ride hard enough with such a sentiment. It was great to see Simon (already glowing with his awesome 3rd place), Sarah and Gary at the top. Time for a comparison of experiences before we all descended back to Ramsey in one massive peleton.

The road race on Sunday was altogether another experience. The time trial had been my main target of the weekend but I had also booked in for the Grand Fondo, without any aspiration of a World Championship qualifying place. However, the weather on the day was horrendous – torrential rain and winds. It was so grim that the organisers significantly shortened the event (for the safety of riders and marshals). Looking out of the window during breakfast in my warm, cosy B&B I briefly questioned the

wisdom of riding but I had endured far worse during the cyclo-x season and hate being a DNS so I put on all of the warm kit I had brought over with me (not enough !) and drove to the start.

Ramsey was rather chaotic and I was late getting to the start but within minutes of leaving the sanctuary of the car, I was off on the epic route around the north part of the island. I quickly passed many slower riders to sit with a group going at a reasonable pace and, with a slight trailing wind, the riding felt agreeable and enjoyable. As we passed the various volunteers and marshals I was so glad I was keeping warm by riding and not standing still on a roadside in full waterproofs. Huge thanks to those that did on that Sunday though !

I eventually found myself riding with a local guy who had moved to the island from Edinburgh some 10 years earlier. In contrast to my own views he claimed that he never got bored with the limited number of roads on this lump of rock in the Irish Sea.

I was quite happy riding in the rain, enjoying the scenery and the pleasure of being on two wheels until the road began to climb steeply upwards. The gradient was fine and I climbed well but the strong, gusty headwind now began to strip the heat from my body. My tiny racing gloves were saturated. The ride was beginning to become challenging. I stopped before a big descent at one of the feed stations, more for a mental rest than a physical one. However, it was great to chat with the wonderful helpers before I set off on the final section of the ride.

I am generally a pretty good descender but, with the cold seeping into my body and deep puddles hiding the road surface below I was cautious in places. I was still riding well but the battle was now with the elements rather than the effort of racing fast. I was shaking my hands to get the circulation going but they were already so numb that I couldn't feel the bars very well. As the route led us gradually down to lower altitudes the air temperature increased slightly but, with most of my energy taken up with riding there was little left to maintain my body warmth. I had eaten all of my snacks and drunk all of my drink so now longed for the finish line to appear. It was a huge relief as I recognised some of the roads leading to Ramsey and I was able to give a final burst of power as I sped to the end of the epic. Crossing the finish line was almost anti-climatic as I knew I had to get into dry clothes as quickly as possible. I gratefully accepted my finishing medal then headed back to the car. I was unable to use my numb hands to remove my gloves, waterproof and top so my partner had to unceremoniously assist. Then we sat in the car for 15 minutes with the heater full on and my hands wrapped around a hot chocolate before I began to feel normal.

Would I do it again? Of course!



Message from Brian Mann

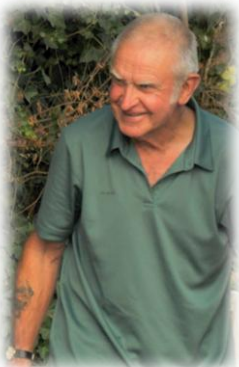
Just a line to all those club members who sent me good wishes via a 'get well card' after my recent heart op.

Many thanks to each of you, and to the members who have offered lifts etc.

If I can ask one thing of all of you it's that you keep cycling, the doctors at Papworth said I had given myself the best chance of a speedy recovery by being cycling fit.

Thanks again, Brian..

(Nice to see you on the mend Brian)... Rog



The Experiences of a first time Organiser for 3 Audax Rides..

By Andy Rogers



On Saturday the 4th of May 1991 I left Sudbury and cycled to Great Yarmouth to join a group of 19 other fellow cyclists to cycle from Lowestoft Ness (furthest east) to Ardnamurchan Point (furthest west). This was my first experience

of riding an Audax event. Since then I have ridden a number of audax events mainly around East Anglia which have been organised either by Audax Club Mid Essex or Robin Weaver and Ian Lovelock. As Robin had been organising the events from Bildeston for at 13 years I thought it was about time that he had a break and that somebody else should step up to the plate. That somebody else was to be me.

Being a complete novice at this sort of thing and the most UN-technical person in the club (I have never sent a text message in my life) I would most definitely need a mentor .Who better than

Mr. Ian Lovelock a man not only very experienced in organising such events but also someone who can exercise an exceptional amount of patience something he was going to have to do on more than one occasion. Fortunately Ian agreed to be my mentor and so we set the whole process of organising an event in motion.

The first thing I had to do was to register and be approved to become an organiser .Having been approved I was then able to access the organisers page on the Audax Club Website which is an invaluable asset when planning an event. Having discussed what events we were going to run from Bildeston and on what date we were able to register them. When planning an event it is a good idea to check the Audax calendar to see if anyone else in the area is also planning to run an event especially if people are riding the longer events to qualify for Paris Brest Paris .Saturday the 22nd of July was the date I decided on as it gave those riding the Dunwich Dynamo 3 weeks to recover. We would give riders the option of riding a100k, 100 miles or 200k and .Robin Weaver agreed to organise a shorter ride which would encourage parents with young children to take part. These rides were established many years ago and have been very popular so it seemed pointless to change them .The only thing you have to do is change the questions from the past year so that the riders can't cheat .Nothing in the rules to say you can't ask the same questions from 5 years ago so to make it easy that is what we did.

Another thing you have to do before you can register the rides is complete a risk assessment which AudaxUK have to be happy with. Having successfully registered the events they would be added to the Audax calendar and published in the Arrive magazine in good time for people to see and decide which event to enter.

Having set up a Pay Pal account I waited eagerly for the first entrant. The McTaggart's from Galashiels in Scotland were the first to register but unfortunately come the day they were unwell and were not able to ride. But slowly and surely as the day grew closer, the number entering increased. We finished up with 33 riders entering the 100k 20 entering the 100 mile and 20 riders on the 200k. As with any event depending on the weather some riders choose to not turn up and because the forecast was for rain which proved to be correct 22 riders did not start.

A few days before the events you are required to check the routes for any problems the riders may encounter i.e. road closures. Ian and Les Dunham rode the 100 mile route Geoff Morse and I checked the 200k and Tom Moore helped me with the 100k .We did find a couple of road closures



on the 200k a problem for car drivers, not for those on bicycles.

Finally the big day came Robin Weaver had booked the Sports Pavilion in Bildeston and as a Bildeston resident was able to get a discount for us. My friend Stella organised the catering side of things and Sue Dunham volunteered to help in the kitchen. You can always count on members of Cycle Club Sudbury to pitch in and help. Peter Whitely organised the car parking, Roger Rush drove to Orfordness a control point for the 100mile and 200k rides, Robin Sidgewick and Robin Weaver helped in the Kitchen my wife Jan manned the control point at Granary Crafts tea room in Buxhall and last but not least Bob Bush helped me check in the riders at the finish.



Those riders who wanted something to eat before they set off were not disappointed. Stella and Sue were kept very busy serving up bacon rolls which went down a treat with either a cup of tea coffee or a cold drink. Even vegans were catered for which did not go unnoticed. I had a lovely e mail a few days after the event thanking us for providing a choice of vegan food; something they had not experienced before.

At 8am I gathered the 20 riders on the 200k ride together; a few photographs were taken and sent them on their way. 8.30 was the departure time for the 100 mile group and after a few words of wisdom and some photographs they too were on their way. 9am saw the departure of the 100k riders.

The weather forecast had predicted rain and although it was dry up until lunch time sure enough it began to rain. Slowly at first but unfortunately it did get heavier. Only the quickest of those on the 100k ride managed to get round in the dry everybody else got extremely wet. Despite the inclement weather everybody seemed to enjoy the route they rode and the excellent choice of refreshments at the end which were all free. Just to give you an idea of just how well we catered for everybody we did have a basket for donations and we received £220.

Unfortunately the rain and the cool temperature did affect one rider quite badly but we were able to warm him up with a blanket and a hot drink. Another rider was having mechanical problems with his bike. He decided to look for the best house in the street and knock to ask if the owner would look after his bike whilst he took a taxi back to Bildeston. The owner said he could leave his bike at his house and he would drive him to Bildeston. I wondered why this rider came in dry!! Now I know.

The 200k riders came steadily back and at about 20.30 we only had two riders who had not reported back and there was only one truck in the car park. That rider came in at about 20.45 but we were obviously concerned about the other rider. I managed to contact Robin who found a home number for him; I rang the number and he answered and apologised for not handing in his brevet card. He had been helping the rider who was suffering from the cold so I think he had a valid excuse. Anyway Robin had been helping us clear up so Stella and I finished up and finally locked the building at 21.50. It was a long day especially for Stella as she had to drive back to Chelmsford.

I sent the brevet cards off to Cathy the lady in Kirkwall who has to validate the cards. Unfortunately I had a few issues with a very small number of cards and those issues have been sorted. The cards have been returned to me and are on their way back to the riders.

Over all I enjoyed the experience of organising the 3 rides but I certainly could not have done it without the help of Ian my mentor, Robin Weaver and all those who helped on the day.

THANK-YOU-THANK YOU-THANK YOU!

I would like to organise the same rides next year if everything works out ok.

Andy



CCS Evening Time Trial Series 2023 Result



This seasons Series turned into a family affair with Charlie Upton (pic left) blitzing the opposition with 867 points and in doing so beat his dad Dan for first place by 167 points. He fully deserved it as he has made remarkable progress this year with most rides gaining him huge 'improvers' points! Dan was no slouch either with probably his best position since he began in the Series with high gains every Thursday. Les Dunham probably surprised himself with an excellent 3rd place which was only 12 points off Dan's total with 688 pts which included some consistently high scores. Kirsty was 4th overall and our first lady in the competition, also with some high individual gains throughout the year which helped her pip Caroline by quite a margin. Caroline herself managed to hold onto 5th place with Charlie Heeks only 3 points behind and Tom only 4 points behind Charlie.

The Series was blighted by road works and traffic lights which meant the points for some evenings were not able to be awarded as shortened courses had no handicap base times for the riders. Even so, our organisers were able to use an alternative from our 4 courses available which we are blessed with!

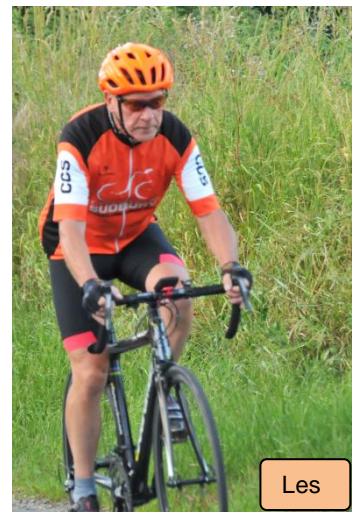
Talking of organisers; what a sterling job they provided in all weathers with their stopwatches, clipboards and pushing 'offers' in hand. Take a bow and chapeau to them all... Rog

Top 12 *Compiled by David Miller*

1 st	Charlie Upton	867pts
2 nd	Dan Upton	700pts
3 rd	Les Dunham	688pts
4 th	Kirsty Fenner	630pts
5 th	Caroline Wyke	447pts
6 th	Charlie Heeks	444pts
7 th	Tom Moore	440pts
8 th	Adrian Ablitt	403pts
9 th	David Fenn	286pts
10 th	James Rush	265pts
11 th	Ian Lovelock	247pts
12 th	Alex Purcell	227pts



Dan



Les



Kirsty



Caroline



Charlie

Footnote to CCS Evening Series.....



Dan Upton not only claimed 2nd overall in the CCS Evening Series, but also managed to create a new club record for 10 miles in the Series itself. This was on a trike in which he rode during the Jonathan Weatherly 10 on the



Lavenham course on 24/08/23. His time of **30.38** beat Viv Marsh's existing record time of 32.30 set in 27/07/13! *Viv even supplied his trike to Dan for the attempt!!*

Obviously a generous offer but Viv probably forgot the old adage of '*never lend your bike to anyone!*'

The existing record for trike's on any 10 course held by Geoff Morse of 30.10 in 14/09/91 is still intact...just!

Rog

Cycle Club Sudbury

FALLING LEAVES HILL CLIMB 2023

Sunday 8th October

Incorporating the East District cycling association Championship

First rider off 11.01
Course BHC/1
Watson Hill Semer
Ip7 gjg Closed Rd

Prize money for
1st 2nd & 3rd
Men/Women
Team & Junior
New course record

HQ Hollow Tree Farm
Semer IP67 6HX
Entries open via CTT

HOLLOW TREES FARM

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RIDER PROFILE No. 1 (Series 2)

(Name) Alex Purcell..



1) Occupation and how many years have you been cycling?

Senior Project Manager for Newham Council. Cycling for 5 years!

2) What was your first 'proper' bike & how old were you when you had it?

Can't remember my childhood bikes, but 1st proper bike when getting into cycling was a Viking steel framed road bike which I bought off ebay for £150. 2 sizes too small and in a terrible state but it got the job done!

3) How many bikes do you have now and list them in order of preference?

I have 3 bikes now:-

Scott Plasma 5HMX TT bike

Ridley X Night SLR cyclo cross bike

Orbea Avant road bike.

4) How many miles do you average a year?

Around 6000k! Although half of that is on an indoor Zwift set up

5) What was the longest ride you completed and where was it?

Longest ride was probably Mont Ventoux Club des Cingles – 3 times up the mountain from 3 sides in one day.

6) What was the best ride you completed and why?

Definitely the Grit Fest in Wales – 2 days stage race over the Welsh gravel roads was mega! Very challenging but to do it with team mates makes it super special.

7) What was your best 'race' performance?

The one that stands out is the 1st time I went sub-20mins on a 10mile TT on the E2/10 with some great wind (?). It had me thinking I was far better than I was at the time.

8) What was your most embarrassing moment on a bike?

Probably my recent D.Q. in the CCS championships – not my usual reaction to these moments.

9) And what was the worst ride you ever had and why?

Lol.. – Probably the above – Lol..

10) Who were/are your childhood/modern day cycling heroes?

I wasn't into cycling at a young age but since I got into it, Wout Van Aert is the rider I follow most.

11) What do hate most about cycling?

UK drivers! They just can't get the hang of overtaking cyclists. It's why I mostly ride off road.

12) What bike would you most like to own?

The S/Works Shiv TT disc bike with a set of Princeton wheels on it. Need a mortgage to buy!

13) What is the best 'bit' of cycle equipment/kit you ever bought?

Not equipment exactly but I would say having a Pro bike fit especially for TT – the bang for your bucks is massive. Also aerosocks – who doesn't love free speed?

14) What is your favourite ride?

Grit Fest gravel race – camping, mates, racing and laughs.

15) What are your cycling strengths and weaknesses?

I'm a bit of a 'truck', so that's my best strength being able to hold a high power for a long time. Weakness my 1-20sec power snap closing gaps and sprints – not a weapon I'm blessed with!

16) And finally, what is your best training tip?

Consistency, Consistency, consistency! Seek advice and don't expect your legs to be able to do something they can't do in training! Biggest mistake I see is people are not taking the lower zones seriously – skipping the easy and just doing the hard – not realising the that the easy is where adaptations happen after hard sessions. Seek advice if you train regularly as it's the best time you can put into training.



Caroline's

Blog.....

Maybe because I'm getting older the season has seemed to have flown by! Shame I can't say the same for my times.

I might just have ridden the slowest Hitcham Hilly ever on 20th July when I missed the turning and got lost and finished in 1 hr 2 mins 52secs

(Definitely a record Caroline...Rog!)

I have just polished the Spoco East trophy to return to competition organisers as I only rode to get club Spoco points this year.

I have had a few TT's cancelled this season due to road works this year but have ridden a variety of courses which I enjoy.

I have 3 more open TT's booked - and as when I joined Cycle Club Sudbury I vowed to ride every event in the CCS hand book; there is a chance I might enter the hill climb..... Hope I don't get lost but I might do - so I'm attempting a practice ride next week.

I have been going out with the Wednesday group and have enjoyed all the rides. The pace is flexible and the villages we ride through make one appreciate our lovely county. The rides are well planned and the hospitality provided by the ride leaders is exceptional.

On a recent ride we visited The Grumpy Goat and on the return section, we passed a wooded area with a large sign Beware Cats. No Goats or Cats seen that day! Today the ride took us into Norfolk where we again saw Cats Beware then a low flying Red kite flew over. Passed a school with an interesting past and cafe stop at Pulham home of the Airship Museum.

I had put out a message on Facebook regarding a tyre fitting and had a swift response.

On my way home from my tyre repair I was waiting in queuing traffic when what I thought was a white football rolled out from under a white van.

The ball then stood up in middle of carriage way. Had a shake, tested its right wing then left then right leg then left. The large proud Seagull then looked right then left and walked across the road!

On the subject of safety the competitor numbers have been down at Time Trials this season with speed and traffic volume a factor in reduced numbers. Recently three weeks in a row I have been aware of riders having accidents with road conditions appearing to have been major factor. In all cases the helmets were smashed and so gave considerable protection to the head.

Thank you to all who give up their time for our club enabling us to enjoy cycling wearing the orange and black with pride.

Caroline

****(Caroline has kindly volunteered to retrieve trophies from those who won them last year. If you have a trophy, could you please contact her at caroline@cycleclubsudbury.com or phone 01787 228400 to arrange collection/delivery.)*

(Thanks to Caroline for her observations over the season from the other end of the Time Trial scale with a gentler view which is a nice change from the faster hustle and bustle of the pointy end which our faster riders strive for)

Rog

Tour of Britain 2023

Again we were lucky to have the Tour come through our area and I know a lot of you cycled out to suitable viewing points throughout the district to enjoy the spectacle!

I took the lazy option and wandered down to Hadleigh High Street and joined the considerable throng of spectators that were lining the street. An elderly lady next to me was patiently waiting with the rest of us and asked what was everybody waiting for? After I explained, she said "Ohh, that sounds exciting" and quickly fished her



phone out of her bag ready for the action. Priceless!

It wasn't long before the official cars and motorbikes appeared then the early break of three followed within minutes by the main peleton with our Ineos 'British Team' in the front. Sadly they didn't feature much in the race and were generally anonymous in the results. The speed the riders pull through sometimes defies description. They must have been over 40-45mph heading for the Sprint Finish at the end of the Street. (I have never been able to touch that speed even if I was biking over a cliff!) Oh, and at the finish, some Belgian bloke from a Dutch team won for a change!!!

I purposely didn't take my camera so I could actually watch the spectacle for a change, but what did I do when they approached, reached for my phone and took a few 'snapshots'. I never learn and saw no one properly!

Within minutes it was all over and the High Street quickly emptied of spectators and everything went back to normal.



Footnote: I came to the conclusion that the group who were having the most fun were the police and marshal motorcycle outriders who sped through the Street at about 50mph sounding their horns having a great time!

Rog

Audax Update September 2023

Compiled by David Fenn

Date	Event	Riders
7 th July	ACME tourdax 117k	Raymond Cheung
8 th July	ACME tourdax 108k	Raymond Cheung
9 th July	ACME tourdax 102k	Raymond Cheung
22 nd July	Suffolk Lanes 209k	Ian Lovelock
22 nd July	Suffolk Lanes 168k	Mick Bates,
22 nd July	Bildeston Lanes 100k	Raymond Cheung +100k, Les Dunham, David Fenn, Steve Barnes, Mark Gentry.
29 th July	Hertfordshire Greenways 109k	Raymond Cheung
12 th August	Hopstock 120k	Raymond Cheung, Les Dunham, Andy Rogers,
12 th August	Hopstock 200k	Andrew Hoppit
2 nd Sept	The Breckland Ton 160k	Raymond Cheung, Mick Bates
2 nd Sept	South Norfolk Loop 100k	David Fenn, Steve Barnes, Viv Marsh,
9 th Sept	Shaftesbury CC 100k	Raymond Cheung + 100k, David Fenn
16 th Sept	A Little Essex R + R 106k	Raymond Cheung + 100k, David Fenn, Tony Grimes, Ian Lovelock, Viv Marsh, Andrew Hoppit

Name	Points	Total Distance	Club	100 km	150 km	200 km	300 km	400 km	600 km	1000+ km	Climbing Metres
Raymond Cheung - 1007	51	6,281		11	1	15	1	1	2	-	24,891
Les Dunham - 28601	-	1,101		9	1	-	-	-	-	-	6,228
Tony Grimes - 7106	-	829		5	2	-	-	-	-	-	6,400
Ian Lovelock - 5675	2	828		6	-	1	-	-	-	-	5654
Mick Bates - 3824	-	809		3	3	-	-	-	-	-	3,812
David Fenn - 8775	-	730		7	-	-	-	-	-	-	3,542
Andy Rogers - 17627	-	533		5	-	-	-	-	-	-	3,636
Gareth Smith - 15014	-	418		4	-	-	-	-	-	-	2,250
Steve Barnes - 8739	-	413		4	-	-	-	-	-	-	1,942
Andrew Hoppit - 4235	2	409		2	-	1	-	-	-	-	2,701
Viv Marsh - 9394	-	312		3	-	-	-	-	-	-	1,450
Simon Daw - 9411	2	210		-	-	1	-	-	-	-	1,425
Robin Weaver - 7481	-	107		1	-	-	-	-	-	-	750
Don Keen - 7219	-	106		1	-	-	-	-	-	-	700
Mark Gentry - 2884		104		1	-	-	-	-	-	-	672

CC SUDBURY SPOCO LEAGUE TABLE 2023

POSITION	RIDER	EVENTS	POINTS TOTAL
1	Caroline Wyke	15	1327
2	Nicolas Webber	8	856
3	Alex Purcell	5	590
4	Simon Daw	5	576
5	David Fenn	5	449
6	Charlie Heeks	2	222
7	Dan Upton	2	208
8	Dean Death	2	205
9	James Rush	2	196
10	Gary Pamment	1	114
11	Simon Potter	1	109
12	David Hart	1	98
13	Susan Triplow	1	97
14	William Hedley	1	95
15	Simon Mitchell	1	93
16	Kirsty Fenner	1	90
17	Stephen Hitchcock	1	58

Audax Report.....

The list above shows that our Audax Superstar Raymond has ridden 6 times the distance (from 31 events so far) of his nearest rival and that doesn't include his mileage from the PBP event yet! A phenomenal effort over the year which deserves many, many chapeau accolades. Les was the only other rider to get into 4 figures from 10 rides. Tony & Ian both rode 7 events with the latter in 3rd place by 1km at the moment!

CCS SPOCO Report.....

Caroline is to SPOCO what Raymond is to Audax by amassing a 4 figure total of points to blow all others into the weeds. Her 15 points scoring rides has secured her the cup for another season which incidentally isn't over yet! After her usual nemesis David, from previous competitions, had retired from the comp' to play with his train set instead, she has a clear run home. Riding twice as many events as her nearest chasers she deserves the same plaudits as Raymond for her efforts. Nick Webber was a worthy runner up with Alex & Simon still squabbling for 3rd place with possibly more event points up for grabs!

Rog

Events Diary

Compiled by Robin Weaver

WEDNESDAY 11 OCTOBER, and WEDNESDAY 1 NOVEMBER; CCS COMMITTEE MEETINGS; 7.00pm, Stevenson Centre.

HILL CLIMB

Don't forget the CCS Falling Leaves Open Hill Climb on Sunday 8 October, 11am on Watsons Hill, Semer. You're too late to enter, but it's a great event to come and watch. There'll be club rides out from Sudbury, and tea, coffee and cake available afterwards at the event HQ, Hollowtrees farm shop.

Colchester Northern Gateway TRACK NIGHTS

CCS track sessions at the above will be held over the winter, for 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.

Day of the week, dates and cost (if any) yet to be decided.

There'll be an all-members email to follow, with full details.

MAKE A NOTE OF THIS DATE; THURSDAY 30 NOVEMBER; CCS ANNUAL GENERAL MEETING AND AWARDS EVENING

7pm, at the Stevenson Centre, Great Cornard, the AGM, followed by a light buffet and the Awards presentation.

Peter and Pat Harvey, who have been the CCS (excellent) clothing secretaries for a number of years, are stepping down at the AGM.

Roger Rush, who has been the (excellent) Spindle editor for half a lifetime (or at least since May 2010), is also looking to relinquish that role! He'll be a very hard act to follow,

Several others have been on the committee for a number of years, and may also need to step down next year if not this year.

Without an active committee, and members willing to run events, the future of the club and the events it is able to run will be compromised. If you feel you might be able to help in any way, please come to the AGM. It's also your chance to have a say in the future of the club, and the way it's run.

Forthcoming Local Audaxes.

7th October, Dunmow, Essex. 200k, 100k.

15th October, Carlton Colville, Lowestoft. 200k, 150k, 100k.

29th October, Stevenage, End of Summertime Special 100k.

4th November, Essex 3 r's, Witham 100k.

12th November, Carlton Colville, The Waveney Wander 100k

2nd December, The Stansted Airport Express 100k



PBP 2023 - 20th August to 24th August 2023: **The Triple Crown**

by Raymond Cheung

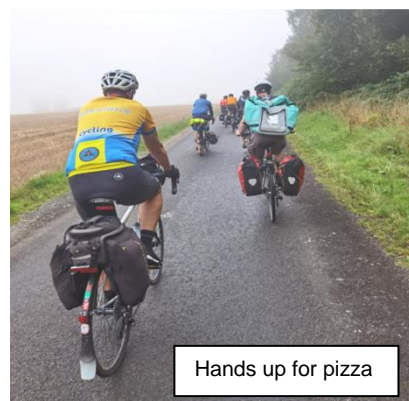


Four years on and it was time to prepare myself for another Paris Brest Paris 1220km long distance cycling challenge starting in Rambouillet, some 30 miles south west of central capital of France. It's history dates

back as far as 1891; and up until 1951, the event was run as a race where professional riders were allowed to participate. Nowadays this blue-ribbon event is organised by Audax Club Parisien and run as brevet or randonnee. There are three maximum time limits available being 80, 84 and 90 hours. I choose the 90-hour time limit.

Friday 18th August: Journey to Rambouillet, the Event Start

This time I wanted a fuller and complete experience by driving down to Newhaven instead of Paris, taking the overnight ferry on Thursday 17 August at midnight. I was hoping to get some sleep, but the idea was thrown out of the window as I sat with



some riders from Four Corners Audax Club, who decided to chat for good 2 hours. Ferry docks in Dieppe at 6.00 am and we were to commence the 190km ride down towards Rambouillet. I rode with the Audax Club Mid Essex (ACME) group led by Tom Deakins and Milton Keynes pair Richie Dixon and legendary Steve Abrahams et al. There first 40km we rode on the Avenue Verte or Greenway, a well smooth tarmac cycle/pedestrian trail to Neufchatel-en-Bray for a quick feed stop. As the afternoon wore on the heat built up and I found it a struggle after 140km. So, another stop was called for with some croissants and Grimbergen, the beer of choice for the trip. Matt from Didcot decided to opt for a coffee but Ritchie reminded him a beer was called for as he politely reminded Matt 'you are on holidays'. Another 25km rolls by and another drinks/ice cream stop was needed. I was getting concerned that I would not be able to afford to stop this frequently on the main event. Upon our approach nearing Rambouillet, we split off to our respective accommodations, where I would be rooming with Ritchie.

There was a miss-communication with my booking. The receptionist told me I had to pay 268 Euros. I queried this as I had prepaid via Booking.com. Shaun from Four Corner Audax Club happened to stay at the same hotel told me it was probably the local tax of 2.68 Euros. That was a relief, and everyone chuckled and saw the amusing side.



Ritchie Dixon & Tom Deakins

Saturday 19th August: Pre-Registration

It's 9.00am, myself and Ritchie head off our hotel at Les Gatines to Rambouillet some 25km to register and to collect our goodies bag, bike name plates with timing chip, gilet and water bottle. For lunch we dined at the L'Industrie in the central square, to soak up some afternoon/evening sun and the atmosphere.

Sunday 20th August: Let Battle Commence

The morning was spent deliberating my equipment that would stow on the bike during the event. Long term forecast looked favourable, hot but dry conditions. So, I just packed spare jersey/shorts, socks, arm warmer, rain jacket, miscellaneous items such as phone cash, spare batteries for emergency lights, some energy gels toothbrush and paste and some snacks. Again, having to endure another 25km ride to Rambouillet!

My start time being 19:30pm, started with a brief bike inspection by an official, ensuring all lights were working and any luggage being securely attached. My pre-start nerves began to up build quickly with both excitement and anxiousness. We were set off in waves of 200 riders at 15mins intervals.

The pace was frantic at the start, but I soon settled into a nice steady pace with a small group. But after 20mins the group I was in sped up leaving me slowly drifting off the back and all alone. I had not pre-planned in riding with anyone, so this would be slightly daunting and liberating at the same time. Sure, I would miss the company but it also relieved the issue with waiting for others and trying to keep together. So, through the 1st night I rode at my usual pace but frustratingly could not latch onto a passing group that suited my pace. The slower riders like myself were not so inclined to form a ride group. Through the, I did not feel drowsy which was a good sign.

Monday 21st August: Oven Baked & Appetite for Destruction

I arrived at 1st control Villaines-La Juhel (203km) in 9hr 56mins, my second quickest time for 200km, so was pleased with a good start. The day hotted up very quickly with the unforgiving sun and soon I found it was necessary to take a mid-stop break to have a quick bite and drink. Then onto 2nd control Fougères (292km) and Titeniac (353km) and then arrived at Loudeac early evening (435km). I decided to bypass a sleep opportunity and to press on. Due to today's heat, I began to, lose my appetite to eat which was very concerning, but could only manage very light snacks small desserts fruit cocktails, soup and yogurt. This began to play on my mind – could I still maintain an adequate pace and for how long? Surely it would be a matter of time before my energy reserves would be completely depleted; with no alternative but to quit the event from lack of sustainable nutrition. So, I decided to reduce my pace and literally hope for the best. The only positive side being I was not vomiting or suffer any stomach/toileting

issues. This night section, I did not feel so isolated and was pleased the riders were now more bunched up where I could ride past the slightly slower riders and latch onto the groups that suited me.

On the ascent towards Brest, there was an amazing visual sight, a trail of red lights slowly winching towards the summit far in the distance, reminiscent of Emperor Penguins on their pilgrim migration journey marching in large swathes to the sea.

Tuesday 22nd August: The Tide Turns

Dawn breaks through as we begin the long descent towards Brest, glad I made use of my rain jacket as the temperature was uncomfortably cold for the descent. On the outskirts of Brest, there were many frantic riders so desperate to reach the half way point within 40 hours at 604km. It transcended into a somewhat farcical race scene on open public roads. Quite amusing and alarming at the same time! I had sympathy for the lorry drivers who were hapless to conduct safe overtakes, where the cyclists just swerving across blindly overtaking slower riders in their path. I was relieved to reach Brest control where I grabbed a planned 2 hours kip on the grass verge, a change of jersey and shorts and a welcome shower. Riders became calmer on the roads on the return bound leg from Brest, still plenty of shops to stop for quick refreshments. Reached Carhaix-Plouguer control again (697km) and much to my relief, I regained my appetite back and treated myself to much needed solid food and a beer. At this point, I become less anxious and more positive that the hanging dark cloud over my mind was lifting away. Once the sun set, my pace drastically dropped, not helped with being severely sleep deprived but also by the mild air temperature. Once at Loudeac (at 782km) again, I decided to not take a nap and once again to press on through the night! Passing through a small town, 2 groups converged from different directions into a mass of riders and was surprised Ritchie spotted me amongst the bunch. Pleased to see a familiar face, to have a chatter and to help the time and kilometres tick by more quickly. I decided to stop at an intermediate control where I was in much need for refuel, having eaten very little during the previous day.

Wednesday 23rd August: The Dozies Strikes Back

I arrived at Titeniac again (867km) early morning still ignoring the opportunity to have a quick nap. So, riding on to the next control, I found myself severely difficult trying to keep awake. I pulled over for an unplanned stop. I saw a group pass by with some ACME riders, my mind being in a haze/dream like state. It took a while to fathom and gather my focus that I should be on the road riding my bike. My recollection of this section became very vague. Once at Fougeres again (928km), I met up with Ritchie again and took time out to have a refreshing beer at a cafe. We decided to ride separately again as I was slower on the road but more efficient at the controls by resting less. I was quite envious of Ritchie being able to treat the event in a more carefree and leisurely manner, taking in more frequent stops. Mid-afternoon arrives and I find myself once again in a state of drifting asleep again whilst riding in the heat. Only this time I was inadvertently following a group of cyclist tourists up a road towards a church, fortunately to be redirected back to the main road. Thankfully I only veered off course for 300m. Having crested an incline; I stopped for another beer at a stall to quench my thirst. Soon after, it turned to be an unwise decision. I could no longer stay awake; I pulled over to take a short 30 min nap by the verge. I

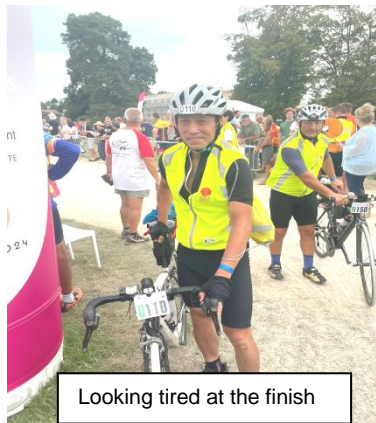
woke up later finding I had ridden up a single track for 100m and had slept for 2 hours instead. I checked my phone and saw I was down to 2 hours within my time allowance. I immediately went into panic mode and rode aggressively to Villaines-La-Juhel control again (1017km). This is my favourite control whereby the large and enthusiastic crowd gave a very warm welcome by cheering in all the weary riders. This time, I kept calm and took a longer stop, made sure I ate sufficiently, purchased some extra snacks for the night section. From past experience, I knew this section was going to be painstakingly slow, with severe mental effort in staying awake. Feeling much refreshed, I made good



progress through the night to the Mortagne-Au-Perche control (1099km) and to the penultimate control at Dreux (1176km) early next morning. Along the way, I was so humbled and uplifted by witnessing large numbers of the public staying up through the night clapping and voicing their encouragement and offering refreshments.

Thursday 24 August: Breakfast of Champions

At this penultimate control I decided to take a long stop knowing I had 43km remaining to the finish with 8.5 hrs remaining. So, I entertained the idea to treat myself to large breakfast of cereal, lasagne, coffee and another beer. For the final stretch to Rambouillet, strangely I just wanted to pedal along leisurely just to prolong the ride, recollect my thoughts for the last 80+ hours and enjoy the final kilometres to the finish line.....Needless to say; I slept soundly for the rest of the morning and celebrated the rest of the day with the other riders.



Looking tired at the finish

Friday 25 August: Return Ride to Dieppe

Ritchie and I left our hotel stay for our final journey trundle towards Dieppe, and soon we were joined on the road with Bryn from West London. We decided to follow Bryn route and his wheel. His pace was uncomfortably swift for my liking, but it resulted in longer stops along the way, with a pleasant snack at Lebanese cafe, and another bonus stop at Neufchatel-En-Bray. Back at Dieppe there was time to take a well-earned final evening meal, before embarking onto the overnight ferry. Another opportunity to rejoin with other UK bound PBP riders to share our stories and experiences.



Cycling along the Avenue Verte cycle path

20^{ème} ÉDITION - 20 > 24 AOÛT 2023



ORGANISÉ PAR **Andoux Club Parisien**
PARISBRESTPARIS
Randonneur de Sarthe, Monts, Réveil.

Finisher 85:22:19

My final thoughts:

Differences this year - Tri-bars were allowed, alongside the mandatory requirement to wear cycle helmets. My only gripe is to mention in order to preserve and maintain PBP illustrious history and unique challenge – I would disagree with the use of tri-bars, support services/ vehicles from family along the route and even drop bags options. Like all true audax events, all riders should be self-sufficient, and thus providing a more level playing field.

This year's PBP experience was the best of the three I have participated in, making it the more fulfilling and engaging experience. Although the controls were the same, the climbs leading to them were different. The stages to and from Brest were also new, so made the overall route all the more refreshing.