



The Spindle

August 2026

cycleclubsudbury.com

Well the main thrust of the Summer Season is well and truly over – it was intensely hot a lot of the time which made many days feel like a long slog but, as is usual with our perception of time, was still over in what seemed like only a month! As I write, we are only 3 days away from the beginning of Autumn. How?!

A big thank you to all of the volunteers, from timekeepers and stewards, to the friendly team who run the Wednesday & Sunday rides (are you on the WhatsApp chat group for these? It's very lively!).

Anyway, there is still more to come as much goes on aside from the core Summer TT rides, so, keep getting involved where you can and enjoy the results and contributions below!

Sharon B

ROBIN'S BITS

COMMITTEE MEETING; 2 September, 7pm at the Stevenson Centre

ADVANCE NOTICE

CCS FALLING LEAVES HILL CLIMB, SUNDAY 4 OCTOBER

This will be held as usual on the closed road Watsons Hill, Semer – a great event for riders and spectators. HQ and refreshments afterwards at Hollowtrees Farm Shop.

Closing date for entries, on the CTT website, is Tuesday 22 September.

Get training, or if you're not intending to ride, have a word with Adrian Rush, rushadrian@hotmail.com, **who will need refreshment and marshalling help.**



Please note: All Club results can be found on the CCS Website – not all of them will fit into this newsletter format! Click [here](#) for a shortcut. This includes the End of Season TT Result and the Veterans Age Records

Interclub Results July 2026

CCS - CR INTERCLUB TT Tendring E7/10d Course 29th July 2026							
First rider home 50 points, second rider home 49 points, etc.							
Riders for each club count up to the number of riders from the club with the smallest field (14 today)							
No			Club	Actual Time	Placing	CCS Points	CRCC Points
1	Colin	White	CCRC		36		15
2	Christina	Pretty	CCS		35	16	
3	Caroline	Wyke	CCS		32	19	
4	Kim	Pretty	CCS		31	20	
5	Les	Dunham	CCS		29	22	
6	Kelly	Phillips	CRCC		30		21
7	Tony	Howard	CRCC		33		18
8	Hugh	Ward	CRCC		24		27
9	Chris	Campos	CCS		26	25	
10	David	Payne	CRCC		15		36
11	Mark	Pretty	CCS		21	30	
12	David	Fenn	CCS		25	26	
13	Elsbeth	Knott	CRCC		23		28
14	Helen	Arnold	CRCC		22		29
15	Dominique	De Cruz	CRCC		27		24
16	Richie	Edwards	CCS		20	31	
17	Claire	Higgins	CRCC		28		23
18	Alan	Groves	CCS		16	36	
19	Thomas	Richardson	CCS		9	42	
20	James	Rush	CCS		10	41	
21	Chris	Bullock	CRCC		18		33
22	Joanne	Smith	CRCC		19		32
23	Jacqui	Mortlock	CRCC		34		17
24	Peter	Hall	CRCC		11		40
25	Keith	Scott	CRCC		17		34
26	Daniel	Hall	CRCC		14		37
27	Matt	Haigh	CRCC		12		39
28	Siobhan	Curtis	CRCC		8		43
29	Nicholas	Webber	CCS		13	38	
30	Steven	Little	CRCC		4		47
31	Dean	De'Ath	CRCC		5		46
32	Daniel	Upton	CCS		7	44	
33	Mark	Ketterer	CRCC		6		45
34	Nick	Copperwaite	CRCC		3		48
35	Simon	Daw	CCS		1	50	
36	Mark	Lloyd	CRCC		2		49
CYCLE CLUB SUDBURY						440	
COLCHESTER ROVERS							495

CC Sudbury - Audax August 2026 Update.

by David Fenn

Date	Event	Riders
5 th July	DIY 212	Raymond Cheung
7 th July	Knights Templar 104k	Sally St Ledger,
7 th July	DIY 104k	Ian Lovelock
8 th July	DIY 104k	Ian Lovelock
8 th July	DIY 107	Byron Grimes, Tony Grimes
25 th July	DIY 109k	Ian Lovelock
14 th July	DIY 102k	Les Dunham
14 th July	DIY 122	James Bird
13 th Aug	DIY 159k	Byron Grimes, Tony Grimes
14 th July	DIY 100k	Andrew Hoppit
18 th July	Bildeston Lanes 104k	Gareth Smith, Jonathan Nugent, Steve Barnes, Brian Mann, Byron Grimes, Andrew Hoppit, Tony Grimes
18 th July	Suffolk Lanes 160k	Sally St Ledger, James Bird
19 th July	DIY 203k	Raymond Cheung
21 st July	DIY 101k	Andrew Hoppit
25 th July	DIY 260k	Les Dunham, Andrew Hoppit
26 th July	DIY 152k	Ian Lovelock
2 nd July	DIY 203k	Raymond Cheung
5 th Aug	DIY 100k	Andrew Hoppit
7 th Aug	DIY 107k	James Bird
11 th Aug	DIY 201k	James Bird
15 th Aug	A Little Essex R & R 106 K	Les Dunham

Name	Points	Total Distance km	50 km	100 km	150 km	200 km	300 km	400 km	600 km	1000+ km	Climbing Metres
Raymond Cheung-1007	45	4,610	-	6	-	11	1	2	1	-	11,148
Tony Grimes - 7106	22	1,953	-	13	2	3	-	-	-	-	3,217
Les Dunham - 28601	14.5	2,328	-	11	1	1	-	-	-	-	7,012
Brian Mann - 4689	10	1,040	-	10	-	-	-	-	-	-	6,409
Andrew Hoppit - 4235	15.5	1,652	-	12	1	1	-	-	-	-	5,181
Simon Daw - 9411	7	712	-	-	-	2	1	-	-	-	4,475
Robin Weaver - 7481	6	628	-	6	-	-	-	-	-	-	3,550
Byron Grimes - 12703	15	1,598	-	10	2	1	-	-	-	-	1,972
James Bird - 49310	8.5	916	-	5	1	2	-	-	-	-	3,262
Ian Lovelock - 5675	13	1,353	-	10	2	-	-	-	-	-	2,787
Steve Barnes - 8739	4	415	-	4	-	-	-	-	-	-	2,872
Sally St Ledger - 48558	4.5	479	-	3	1	-	-	-	-	-	3,362
Nick Webber - 43004	1	108	-	1	-	-	-	-	-	-	700
Gareth Smith - 15014	1	104	-	1	-	-	-	-	-	-	672
Jonathan Nugent 28686	1	104	-	1	-	-	-	-	-	-	672

Upcoming local events.

4th September, Hereward the Wake, Dunmow, 300k.

12th September, Essex Lanes, Mountnessing, 100k

3rd October, Richard Ellis Memorial, Dunmow, 200k, 100k, 50k.

SpoCo Results Update August 2026.

July 11th, Wolsey RC 10, B10/9

David Fenn, 37:33, 18th, 103 points. (sent off course)

July 18th, Kings Lynn 15, B15/8.

Nick Webber, 38:41, 12th, 109 points.

David Fenn, 45:36, 24th, 97 points. (76 yr CCS age record)

July 19th, Shaftsbury 50, E9/50.

Simon Daw, 2:02:49, 8th, 113 points. (62 yr CCS age record)

August 2nd, Diss & DCC 25, National Championship, B25/17

Ian Short, 58:15, 60th, 61 points,

Rory Coxhill, 1:19:46, 86th, 35 points.

August 15th, Maldon CC 10, E21/10.

David Fenn, 29:45, 36th, 85 points.

CC SUDBURY SpoCo LEAGUE TABLE 2026			
POSITION	RIDER	EVENTS	POINTS TOTAL
1	David Fenn	14	1238
2	Simon Daw	2	231
3	Ian Short	2	178
4	Rory Coxhill	2	128
5	Dan Upton	1	112
6	Richie Edwards	1	111
7	James Bird	1	109
8	Nick Webber	1	109
9	Angela Leslie	1	107
10	John Golder	1	97

Remaining SpoCo 2026 qualifying events

23rd August	CC Breckland (ECCA)	B10/19	10-A	East
5th Sept	Norwich ABC	B10/43	10-A	East
6th Sept	Loose Cannon	B10/36R	10-A	East
6th Sept	Basildon CC	E21/30	30-3	SE
12th Sept	DAP CC	B10/43	10-A	East
19th Sept	Kings Lynn CC	B10/37R	10-A	East
19th Sept	API Metro	E91/10	10-1	SE
27th Sept	Lea Valley CC	E1/30d	30-3	SE
3rd October	Norwich ABC	B10/43	10-A	East
4th October	Norwich ABC	B25/50	25-B	East



CCS 2026 Thursday evening TT series – results to 27 August

THIS WEEK:

Fastest male; road bike; Ciaran Ho; 20.32

Fastest female; road bike; -

Fastest male; TT bike; Simon Daw; 19.05

Fastest female; TT bike; - Claire Hall; 20.44

For **FULL END OF SEASON RESULTS**, click [HERE](#) (press CTRL & link).



Jonathan Weatherley Memorial Ride

By Roger Rush

CCS TT organisers finally organised Jonathan's Memorial event on the last date available of our Thursdays Club TT's.

They have been hampered by the various Public Utilities who have blighted our courses with their road resurfacing/white lining/hole digging etc, etc 🛠️

Well done to the timekeeper's for having to continually re-arrange/cancel our events!

On an evening when we all expected to be deluged with rain..it actually behaved itself!

The fastest rider on the night was unsurprisingly Simon Daw with a very quick 19.05! Jeff Wharton was the only other rider to dip under the 20's with a commendable 19.52! Ciaran Ho pipped James Rush by 5secs for 3rd place with a 20.32!

Pic below shows Jonathan's dad

Stephen who kindly supported the event with chief Timekeeper Brian Webber doing what he does best and James looking bemused by it all.





A Sting in the 'Tale'

As the Sunday club ride is a popular, well-loved, and regularly attended club activity that explores some of the very best of our beautiful countryside and surroundings by various leaders, so it was that the lovely 'Swiftly' volunteered myself as leader for the Sunday 9th August club ride, I'm really not very good with sussing out how to create a GPX, and had already decided that with all of the amazing dry weather that we have been enjoying these past weeks that it was time to change things up a bit and get a route together that was a bit more 'off road' and 'gravelley' .

I then developed the idea of 'Cycle Club Sudbury Sunday Suffolk Strada Bianchi' with the amazing help of the talented James Bird who created a great poster for the days outing.....

While clearly bearing in mind that there were still club members without 'gravel bikes' I knew that I could string together some good bridleways and farm tracks that were perfectly navigable by 'road bike' - and so I knew where we were headed, the only outstanding issue that I could see was that having been along these bridleways there were some sketchy places where the brambles and nettles were overhanging and could cause an issue, the shade of the trees and hedges was welcome in the building heat of the day but not these potentially dangerous bits of overhanging hedgerow, so very early (6.15am) on the Saturday I headed out on the bike to check out these issues and went armed with a pair of garden Secateurs tucked into my back pocket, I stopped off at every bramble and nettle that potentially threatened the group, on the first section from Glemsford fisheries.

I had travelled around 600m along the bridleway when I came across a fairly large tree branch that laid across the path, I stopped reached down and cast it off to one side where it landed on the bank, the next moment I was being attacked by a swarm of what I initially thought where either wasps or bees, as I manically struggled to

get clipped in and get away from the swarm they were now clearly very angry and starting to sting my neck, fingers, thighs, armpits, I was just hoping that they weren't hornets, as I rode through the brambles and nettles of the bridleway I was looking for the tarmac road to begin so that I could gain some further speed and leave these angry insects to get on with their day after I had clearly invaded and started it, once back onto tarmac I was able to gain some speed and headed back towards Cavendish, all of this time I could still hear the sound of the insects clinging onto the Lycra of my jersey and within my helmet.

It was now gone 6.30 am and as I rode into Cavendish, I knew that the only place that would be open would be 'Ye Olde Shoppe' near the green as there would be bound to be someone there that could check me over for hitchhikers of the angry kind, luckily, when I arrived there was Liz, she was sorting out the morning papers and came out of the shop and quickly identified another two wasps that had clung on, with a third sitting under my armpit.....

Suffice to say that I avoided that section for the Sunday, and all went well apart from a spill for Byron, he assured everyone that he was fine, but clearly, he had misread our concern, as we were far more concerned that his bike was OK.....

After the off-road bits, we eventually made our way to 'Petals' near to Gt Yeldham for coffee and cake..... I'm on day four now since the 'Wasp' incident, and at last they are calming down so that I should get a good night's sleep before we are off to 'Harwich' and 'The Henny Swan' next weekend.....

Take care lovely people, Adrian.





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Gallery!

Garry Andrews on the Alpe D'uez:



The Norman Gregory Memorial Ride:



Dunwich Dynamo from Jane Pearson!



Well done folks..!

Sally St Ledger 'A couple of photos from the 35 mile ride led by Les.

We had a great run, stopping at Munnings tea room in Dedham. 7 of us on the way out and 8 on the way back'.





If anyone has any pictures from the August social ride / Henny Swan please do send them to me!

Gavin McGillivray – The Last Leg of the Silk

What a (staggered) journey Gavin has been on and what a privilege to be able to share his experiences and fabulous photos on these extraordinary bike travels! Thank you Gavin...

Cycling the last link in the Silk Road, 2026

After retiring from the FCDO in 2021 – I've spent a month or two each Spring cycling stretches of the Silk Road, starting in Almaty Kazakhstan and heading west. 2022 [Almaty to Bukhara](#). 2023 [Baku to Istanbul](#). 2024 [Istanbul to Pisa](#). 2025 [Rome to London](#). I skipped Turkmenistan in 2022 because it seemed impossible to get a visa. One of the world's most closed countries since its independence in 1991, Turkmenistan is opening-up. Very gradually. I was issued a visa earlier this year after submitting my proposed route and on condition that an officially-sanctioned guide would accompany me.

In April flew to Baku to get a merchant ship across the Caspian Sea to Turkmenbashi.



The route I cycled April-May 2026

After independence, the Turkmen Communist Party Secretary Saparmurat Niyazov assumed control – achieving 99% in the 1992 elections. On his death in 2006, his protégé Gurbanguly Berdimuhamedow gained a disappointing 87% of the votes in the 2007 elections, but got back on track with 97% and 98% in 2012 and 2017. His son Serdar took over in 2022. Turkmenistan declared itself a neutral state while tightly limiting people's exchanges with the outside world. Power is concentrated in the President and the ruling family circle, with no legal space for opposition parties, genuine parliamentary oversight, or independent judiciary. State-owned enterprises account for most economic activity. The state coffers are filled with abundant gas and oil revenues.

Sohbet, my obligatory guide for the next three weeks, is in his mid-thirties. He had studied in London for five years on a government scholarship. His English is erratic. He is amiable - and mercifully content not to talk the whole time. His commentary about Turkmenistan is unfailingly positive.

The first day, Sohbet shows me Turkmenbashi. Some Soviet-era low-rise blocks and a Russian Orthodox church remain - but most buildings look recent. We drive north along the coast, where Sohbet is proud to show me a succession of huge modern resort hotels, government-built and operated. In a couple of months, Turkmens from all over the countries will bring their families for summer holidays on the Caspian Sea beaches. The next morning, I set off. Sohbet and his driver Murat do not thank goodness trail a few metres behind me, but rather speed ahead and then wait to check in on me every 20kms or so.

I ride through flat almost featureless desert. Scanty yellow-green grasses & bushes. No crops, livestock or birdlife.



From the Turkmenbashi - Balkanabat Highway

Turkmen are mostly Muslim, but lightly so. Few seem to practice the five daily prayers. Every mosque I visited was all but empty. There seems to be more enthusiasm for shrines for holy men and women of past centuries. The next day I visit the Parau Bibi shrine; groups of women chatter and laugh as they climb the stairs up to it, tying bits of cloth to trees & bushes in supplication for favours – a hillside of flotsam & jetsam.



11thC Parau Bibi Shrine

Published after his time as HM's Ambassador to Turkmenistan, Paul Brummell's excellent 2005 Bradt Guide advises visiting the Sumbar Valley. Good advice. On day four, I turn south off the eternally flat east-west desert highway – and up into a gently undulating plateau. The crumbling tarmac road gives me a bone-shaking bum-bruising ride. Spring rains have woken the grass and flowers. A herd of wild horses take fright just after this snap.

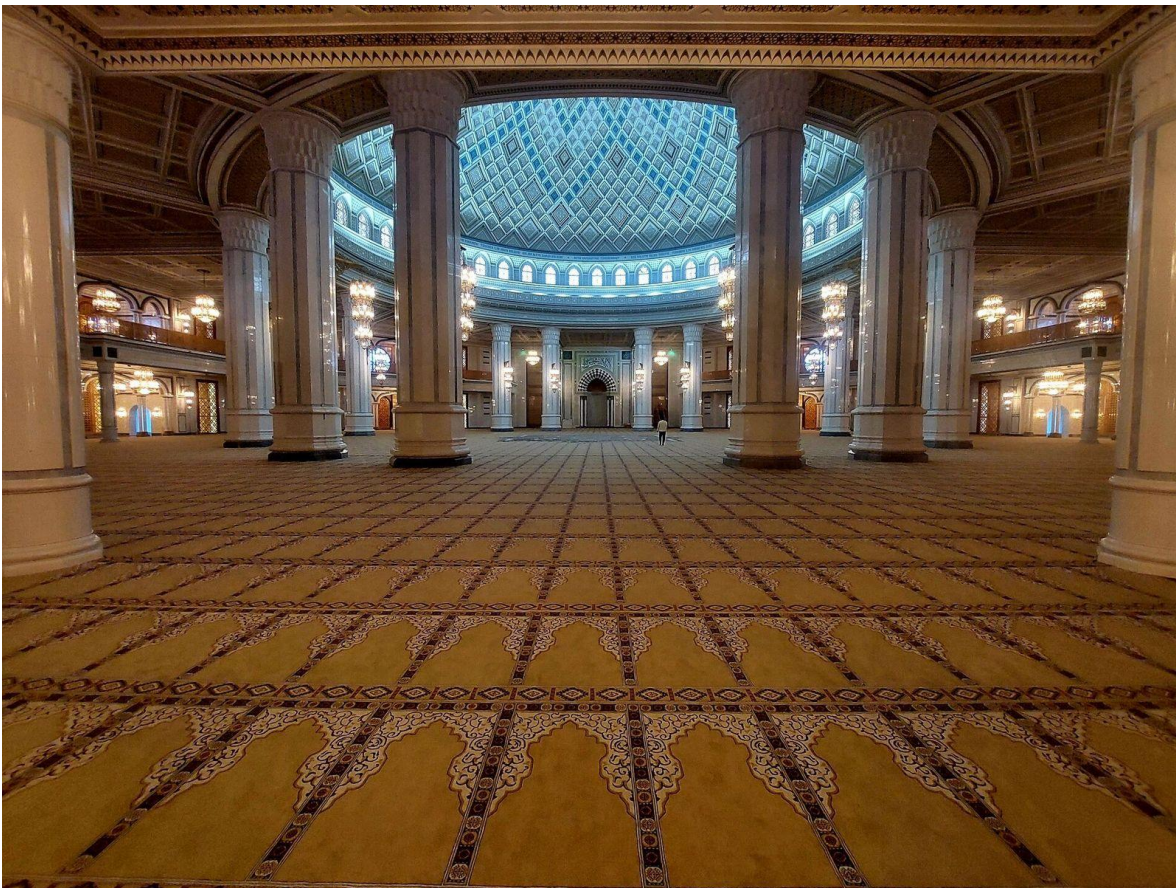


From the Balkanabat - Magtymguly road

On to the capital – Ashgabat. The strangest place. Tsarist Russia made it the capital of its Transcaspian Region after defeating and massacring local forces in 1881. In 1948, an earthquake demolished the entire city (literally), killing over 100,000 people, more than half Ashgabat's population. The Soviets rebuilt – in Soviet style. After independence, President Niyazov decided to make Ashgabat a showpiece for the nation. His two successors have followed suit. Considerable portions of the government's considerable budget have been poured into an urban development project of fantastic ambition. Most Soviet-era buildings were demolished. Huge parks, tree-lined avenues, flyovers, underpasses, monuments, statues, hotels, malls, theatres, stadia, wedding venues, conference halls, museums, apartment blocks, mosques and Ministries have been built – many buildings of strikingly original modern design (not all awful). The Education Ministry is shaped like a book, the Oil Ministry like an oil rig, the Foreign Ministry is capped by a giant Earth globe. All buildings in Ashgabat must be white, many sheathed in Italian white marble. Only white cars are allowed. Teams of women constantly sweep the already-spotless streets and public spaces. It feels entirely artificial. There seem to be no street cafés – in fact little day-time street life at all. During offices hours, practically no pedestrians are about. The parks, squares, pavements, museums and mosques are all but deserted. There is little evident security presence.



Central Ashgabat



Turkmenbashi Mosque, adorned with sayings of the first Turkmen President as well as verses from the Koran

Onwards to visit Merv - the capital of a series of kingdoms from some 300BC to the 13thC, spread over more than 10 square miles – the centres moving as the Murghab River changed course. One of the great cities of the Silk Road.

There is little left.

In the 13thC, Genghis Khan's Mongols razed Merv and massacred the inhabitants. After which, in part because the Murghab River again changed course, it never recovered.

A few fortresses and stretches of city wall still stand proud, 800 years on - but most buildings are evidenced by piles of stones or overgrown mounds of earth.



6-7thC Great Kyz Kala fortress, Merv

Then north through the Karakhum Desert along the recently-opened Ashgabat–Turkmenabat six-lane motorway, already being reclaimed by the sand.



The new Ashgabat–Turkmenabat motorway

Lorries tail back in an 8km queue to cross into Uzbekistan.

How good to get to the first Uzbek town. A bustle of chaotic activity and variety; people dressed any old way, lots of untidy roadside businesses and shops. So refreshing after the repressed uniformity of Turkmenistan. Turkmenistan the least pleasurable of my five rides to date. But it had to be done – to complete the [whole ride home](#).



Bukhara to London 2022, 23, 24, 25 & 26. Distance cycled 12,470km. Total ascents, 108.860m.

That's all folks! Thank you to all contributors – if you would like to send anything in, please send to shazzab24@btinternet.com and mark it 'Spindle'. Cheers!

