



East Anglian Newsletter

May 2018 — Issue 251

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No Highway

It's been a bad year for dragstrips. First the V718 was placed *hors de combat*, at least temporarily, by a combination of nannying, victim-blaming and totalitarian tendency by Highways England, then Etwall, already over-endowed with roundabouts, was forced to acquire a couple more, and now our own dear E2 has been given an involuntary midsummer sabbatical because of roadworks 30 miles away. That said, London East in general and John Golder in particular, have done much to nurture good relationships with our local police authority, who are rather more enlightened and cyclist-friendly than their counterparts in Yorkshire, and it is surely prudent to maintain that relationship by respecting their advice in this instance.

The E2 will be out of action from 6th June to 2nd July, which means the cancellation, or with luck, postponement, of the following events:

- Wed 6th June East Anglian VTTA 10 E2/10
- Sun 10th June ECCA 100 E2/100c
- Wed 13th June East Anglian VTTA 10 E2/10
- Wed 20th June East Anglian VTTA 10 E2/10
- Wed 27th June East Anglian VTTA 10 E2/10
- Sun 1st July East Anglian VTTA 50 E2/50c

The only upside of this (if there is one) is that those of you who had volunteered to marshal or assist at any of these events are a) not now missing anything and b) can now redeploy yourselves to other Group events that are still short of marshals and helpers.

Please complete the marshalling form opposite.

In particular, the Group 10, to be run on August 11th by Barry Freeman, is still short of help. This is the event to which the Charlie Clift Shield has been re-allocated, following the cancellation of the Group 10 on 29th April, which suffered from the double whammy of following a Group 25 on E2 the previous afternoon and clashing directly with the VTTA National 30 championship. It was to have been Ron Back's swansong as an organiser. After 50-odd years of promotions, he's decided, not unreasonably, that he's due time off for good behaviour, so let's record three cheers and a vote of thanks to Ron and others like him, stalwarts without whom we wouldn't have a sport.

Whilst on the subject of stalwarts, we have taken a sad leave this year of two local legends, Terry Anderson and in the last couple of days in a tragic accident, Len

Finch, tributes to both of whom appear in this edition. Our thoughts are with their families.

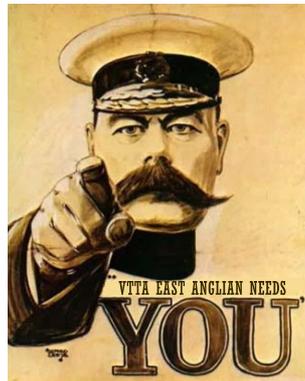
In truth, we have done well this year, with a number of new organisers coming forward. Our first two highly successful events were examples, with the Group circuit 25 and first Group 25 on E2 organised by neophyte promoters Mick Hodson (ably assisted by Carl Whitwell) and Becky Murley respectively. All seem to have found the experience a satisfying and positive one and would recommend it to other potential volunteers.

I'm delighted to be able to announce that the vacancy for an Awards Secretary has now been filled by Ian Davidson, but, don't worry, we now have another crucial role to fill. Merv Player, our long-serving General and Membership Secretary, who is also, remember, National Membership Secretary, has had enough of multi-tasking and is stepping down at the end of the year from the General Secretary role.

Let me close by wishing you a safe and successful second half to the season.

Andy

SITUATION VACANT



Required from 1st December 2018

Group General Secretary

in succession to Merv Player

An opportunity to make an important contribution to the strategic direction of the Group and the VTTA as a whole.

This is a largely administrative role for which the work load is little, if any, more extensive than promoting an event, and considerably less stressful, because spread out over the year. There are many members out there with the skills to make their contribution to the Group in this way, so please do consider if YOU might be that member.

Job description available from me at chairman@vttaea.co.uk

Group Officials for 2018

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Marshalling volunteers

Date	Event	Course	Organiser	
29th July	Group 25	E2/25	Gary Boyd	<input type="checkbox"/>
11th Aug	Group 10	B10/43	Barry Freeman	<input type="checkbox"/>
1st Sept	Group 10	E2/10	D. Whitehead	<input type="checkbox"/>
22nd Sept	Group Champ	E2/30	John Golder (Leo 30)	<input type="checkbox"/>

I am willing and able to help/I nominate the following to help in the event(s) that I have nominated above.

Name.....

Address.....

Telephone.....

E-mail address.....

Club.....

Please send this form to Merv Player at gen.sec@vttaea.co.uk

ERRORS AND OMISSIONS

In January's Newsletter, there were some important omissions from the gallery of champions and record-breakers – partly for want of photographs and partly for reasons of editorial incompetence – but I can't know what I'm not told. I still haven't found photographs for all, so if you've a significant achievement and want a mention and a picture, make sure I



know what you've been up to and send me a photo. The first omission to put right is that of our national tandem champions at 25 miles, Glen Taylor and Mark Arnold (*photo, Davey Jones*).

They also set a national 25-mile tandem record for a combined age of 92 of 44:50, whilst Neil Dowie paired up with Glen for a combined age of 99 to record a national record of 49:10. Unfortunately I don't have a photograph of that particular combination.

However, the East Anglian vet who certainly worked hardest for his national championship and least deserved to be overlooked, was CC Ashwell's James McKenzie, 24-hour champion with 416.32 miles and a plus of 123.36.

He is seen here (*right*) receiving his medal from VTTA President Carole Gandy at the VTTA annual prize presentation back in January (*photo, Kimroy*).

Riding a "24" is an experience beyond the range of most of us, at least outside of our nightmares. To let you know what you've been missing, he's written an account of it, titled in homage to Gene Pitney, subtitled in deference to reality (and ending with a recommendation to try it yourself that singularly fails to persuade me.)



24 hours from Wrexham (a one-day splash dash)

Having completed the National 12 in 2016, it was almost an inevitable progression for me to have a go at the 24, and at the age of 64 it seemed sensible to get on with it while I was lucky enough still to be fit and able.

So it was that at 14:16 on 22nd July (2017) I set off from Wrexham to ride as far as I could on Shropshire roads and back to Wales by the same time on 23rd July.

With a reasonable forecast I was quietly confident that my aero kit would last out (albeit with some additional night time clothing), but trusting British weather was a big mistake. My clothing might have sufficed for an early season 25 (and then back to a warm HQ), but it was totally inadequate for riding at a lower effort in prolonged cold and wet, which is what transpired including spells of torrential rain.

Virtually the whole field got caught out in this respect and I ended up losing half an hour having to change completely and get warm enough to restart, this time with several layers, a proper rain top, leg warmers and winter overshoes. My stoppage time was actually pretty good compared to many (including some top experienced riders) who lost much

more time - 3 hours in some cases.

My support crew (my wife and a club mate) were fantastic, operating out of 2 cars, supplying me with food (ultimately a lot of Müller rice) and drink on request. I would generally see them every 20 miles or so at Prees Heath roundabout on a night time loop I rode 7 times in a row. Many crews had much more elaborate setups with large campervans and tents on ground next to the roundabout.

Somewhere around daybreak, and



(James, inadequately clad, above)

after probably at least 8 hours of wet weather, things started to dry out a bit. The morning remained cool but as riders started heading back for the finishing circuit the sun and warmth

returned.

I found it a great relief when my time was up, as my focus (both mentally and physically) had waned during the last hour and immediately afterwards I said "never again". However, less than an hour later I realised that there was so much I could learn from the experience and improve on next time that "again" remains a distinct possibility.

My final distance of 416.32 miles (+123.36) was everything I had hoped for particularly in those conditions. My TSS (Training Stress Score) of 926 represented about 2 weeks of training condensed into a day.

I was placed 10th of 67 starters (8th of 56 Males) and achieved both a club record and an East Anglian VTTA age record. The distance was also fortunately good enough to win my Age Group nationally (by a small margin of just 3.5 miles!) and the icing on the cake was becoming National 24 Hour VTTA Champion ahead of the 2016 winner by about 13 miles.

This was in just my 4th full season of time trialling and I am now looking for some new challenges in 2018 but I would recommend anyone reading this to consider taking on the physical and mental challenge of a "24".

James McKenzie

Obituaries

Terry Anderson

7th February 1940 – 19th March 2018



It was with great sadness that we learned of the passing of Terry Anderson on the morning of Monday 19th March. Terry had suffered a severe stroke on Tuesday 13th March and was being kept in an induced coma in Hospital. On Sunday he was taken out of the coma and seemed stable but he died of a heart attack at 4 o'clock the following morning.

Terry had been actively involved in cycling since the age of 16 and had raced every year until 2017 when he took on the role of full-time carer for his wife Hazel. Not only was he involved in racing, Terry took on many administrative roles at club, district and national level and only recently became Treasurer for the ECCA and Events Secretary for CTT London East - his death is a huge loss to cycling, the ECCA and his Club in particular.



The funeral took place at Chelmsford Crematorium, Writtle, on Thursday 5th April with the cortege being preceded by a cycle honour ride with members of Shaftesbury and Essex Roads. The ceremony was attended by over 200 mourners and afterwards everyone was able to gather at Hylands House, Hylands Park, Chelmsford, to share their memories of a remarkable man and to partake in the wonderful refreshments provided by the family.

Len Finch

2nd February 1932 – 17th May 2018

The sad news reached us last week of the death of Len Finch, a founding member of Sudbury CC in a collision with a stationary lorry while out on his bike at Great Waldingfield, Suffolk.

Len, who grew up in wartime Walthamstow, began his cycling career riding cycle speedway on World War Two bomb sites and in his 70 years in the saddle, was still breaking records in his 80s.

In a statement, Len's family said: "Len was always a great help and inspiration to all of us. He was always cheerful and friendly and would do anything for anyone - provided it was to do with cycling."



Alternative Sports in East Anglia

by Roland Bright

Speaking to Mary Horsnell at Terry Anderson's funeral she was interested in knowing more about our kayaking group that Terry had become a part of. After a brief outline and history of our group she asked me to write a piece for your mag.... so here you have it!

I first started kayaking over 35 years ago to maintain fitness in the winter. After a gap of 12 years or so, then being diagnosed with an underactive thyroid, I couldn't race for a year or two so went back to the boat. An old friend had a couple of jewellery shops and Monday was his day off which suited the cyclists that joined us after a busy weekend. So that was how the Monday Canoe Club (MCC) was formed.

The paddle of choice is Paper Mill Lock, Danbury, along the Chelmer to Heybridge Basin for breakfast; a journey of 2 hours for the 8 miles. In the summer, if the tides are good, we go out on the estuary to go round Osea Island, back round Northey Island through Maldon to Beeleigh then back to Paper Mill for afternoon tea. We have, over the years, gone to various rivers in Essex and Suffolk and been to the Menai Straits for a training weekend, where we were well out of our comfort zone with 4 – 5 foot waves and howling winds, but we managed.

For the past 18 years or so we have rarely missed a week and if the ice is too thick we walk it. The river and its surroundings change every week and the day has its value in like-minded company.

Terry started coming out with us in 2003 and the group is now 12 strong with a regular group of 5 – 8 every week.

The similarities between cycling and paddling are not immediately obvious but the cycling "mindset" transfers well to the boat, being out in the wind and rain enjoying the weather in all its forms and of course the environment at a much slower pace than the bike. Most weeks we see kingfishers, herons, cormorants and we have even paddled with seals out in the estuary. pretty special.

The most difficult part to learn is getting in and out of the boat; very few kayakers fall in whilst paddling and as a group we always help each other where necessary. One of the big advantages of paddling is that you can go out all year, even on days where you would not dream of riding a bike, so long as you have appropriate clothing (most cycling clothes are suitable) and decent wet weather gear.

In the winter we often have to break the ice on sections near locks (portages). The noise is deafening and for some reason we always have big grins on our faces when icebreaking.

Just as on the bike you can be next to

each other on the river, sometimes even four abreast just chatting without worrying about the traffic. Physically there is obviously much more upper body strength used than on a bike but the old legs still have their uses. The most frequent complaint is elbow and back pain but this is often the result of poor technique; the sense of balance in both activities is very similar. The longest distance that we paddle is around 25 miles. This is a really tough day which Terry used to compare with riding a SPOCO 100!

Equipment: A new "Tupperware" kayak can cost from £600 to £1500 and if you go to the Kevlar boats you can spend thousands. The boats we use are all around 10 years old and are resilient (we have to resort to dragging them sometimes) they are easily repairable and need zero maintenance. Steve Cornett, ex Hainault RC, is still using his boat which cost £60 three years on from starting! Most of us use lightweight Kevlar paddles ranging from £100 to £300 each; the only thing that I would say is worth buying from the start are a pair of neoprene shoes/boots around £25.

We have been told that there has not been a case of Weil's disease on the Chelmer for many years., but I would recommend making sure your Tetanus jab is up to date.

Many of you will know Ron Naman of the Shaftesbury. Ron has been a part of the MCC for about 7 years and does a reduced paddle of 10 miles in total, which fits in well with his cycling, running and swimming and I would be the first to admit that at 74 Ron does more than very well.

Membership of the MCC also has its benefits: Neil, a retired police officer, was a regular member of the group and decided he would like to work just a couple of days a week, applying to be a County Court official; on the application form he was asked which clubs he was a member of and naturally he wrote "MCC" in the designated box. Neil got the job but found it disconcerting that his boss kept talking about cricket and asking whether Neil could get tickets.

Later in the year, if anyone fancies trying a paddle, we have a two man kayak that everyone in the group has started off in, we have spare paddles and other odds and ends.

Beginners usually start off with an afternoon paddle through just a couple of locks or so, ending with tea and cake in the cafe. I told you it had parallels with cycling!

Interested? Then call me on 01728 627125 or email: brightj44@btinternet.com.

Public Service Announcement

Mindful of the prominence of members and ex-members of Southend Wheelers and Southend-on-Sea in general in the time trialling world (Paul Hart, new 50 mile Comp Record holder) and the affairs of VTTA East Anglia Group in particular (Chairman, Time Trial Secretary, Dinner Organiser, Newsletter printer), John Golder has thoughtfully produced the following handy guide for the benefit of any member who may need to communicate with any of the aforementioned gentlemen.

Southend News Network's SOUTHEND PHRASEBOOK	
alma chizzit	ibeeffa
I would like to know	a Spanish holiday destination
the price of this item	janarta meen
amant	do you understand what I am saying
the quantity or total	lafarjik
awss	tired
an animal with four legs	mow tar
corta panda	a vehicle that you drive
a big hamburger	saffend
dan ill	where you are reading this
heading on a downward slope	tan
effix	London
moral principles	wodja kowl it
eye eels	how to ask for the name of something
the local ladies' footwear	wodja rekkun
fanx	how do you feel about this
a way to express your gratitude	webbats
fink	how to ask where something is
to consider something in your head	yaffa
furrok	you are obliged to
where you go shopping at Lakeside	yooz lot
garrj	how to refer to a group of people
where you take the car to be fixed	

Racing Round-up

The Group circuit 25 on the sporting E33/25 was blessed with warm, sunny weather and a light breeze, notwithstanding which, David Langlands (Team Bottrill/Vanguard) covered his two laps indecently fast to carry off the win on actual time *and* on standard, which really is rubbing it in. His 51:42 had the beating of Kevin Tye (Velorefined.com Aerosmiths) who was also second on standard) by 57 seconds.



(Photo, Davey Jones)

He was about a minute faster than the best times achieved last year, by such tyros as Bradbury, Mulvey, Dickson and Barker in the British Universities Championship on the same course and in similar conditions. Never mind. I expect they'll improve as they get older. Fastest woman on standard was Christine Pout (Verulam Really Moving) with +6:28. Fastest women on time was Lauren Kirchel (Chelmer CC and not a veteran) in 1:04:17.



James Rix

Geoff Reynolds and John Lacey (VTTA EA & Hemel Hempstead CC) won the 2-up in 58:42 and Steve Robinson and Sam Hayes (Team Salesengine) being the only tandem to finish, necessarily won that event.

The Group 25 on 28th April on E2/25 was *not* blessed with warm sunny weather and a light breeze; quite the reverse in fact, running off in damp, stygian gloom, but the course worked its usual magic, 46:51 being long enough for James Rix to get to Four Went Ways and back. His Bottrill team mate, the mighty Langlands, got him on standard with an outstanding +20:45, just shading (again) Kevin Tye's + 20:32, but they had both reckoned without SuperRon (Hallam), who came down from his South Pennine haunts in search of a flat, fast course and naturally walked off with the win on standard in +21:42.

Ladies' winner was Alice Lethbridge, (Drag2zero) who, thank goodness, isn't a vet, in 51:45. I have



no information about who won on standard, but Liz Powell (Drag2zero), Katja Rietdorf (Born to Bike-Bridgetown Cycles) and organiser Becky Murley, (Wisbech Wheelers, above) with a fine 56:46 despite her responsibilities on the day, must have been in the frame.

VTTA National 30 Championship First Blood to Cambridge CC

The last 2017 VTTA championship to be decided, in September, was the 30 mile event, which this year, was

scheduled first, on 29 April, so, reluctant to surrender their title after only seven months, Andy Grant, Chris Dyason and Colin Lizieri journeyed to deepest Kent and the



testing gradients of the single-carriageway Q30/2 near Ashford.

Off at number 20, Andy (*above*) returned in 1:08:55 to take a lead that withstood all assaults and, ably backed by Chris in 1:15:06 and an ailing Colin, who coughed and spluttered his way to 1:13:36, led Cambridge to a renewed lease on the title.

Andy's win in the individual championship was an unconventional way of celebrating his 65th birthday and an unusual approach to joining the ranks of the OAP's.

Pictures by kind permission of Mike Savage Photography (www.mikesavagephotography.co.uk)



ECCA 50 Recordfest

Saturday 18th May was one of those once-in-a-season-if-not-in-a-lifetime days on the E2. Drizzling and gloomy, the conditions meant many were in two minds about whether to start, but those who did found low pressure and a light and dying south easterly made for sensationally fast conditions. Paul Hart (Southend Wheelers) who is at least



East Anglian and at 38 can be an honorary member of the VTTA Group as far as I'm concerned, shaved Matt Bottrill's Competition Record with his 1:34:37 and led home Finsbury Park's Julian Elliot, whose 1:39:11 just missed Adam Topham's National V47 mark, but knocked a large hole in Ian Cammish's Group record. Just behind him was Dave Green CC Breckland (*left, photo. Davey Jones*) with 1:39:14, which was 9 seconds inside Kevin Tye's V54 National record.

Andy Grant (Cambridge CC) finished 7th in 1:43:35, to knock three minutes off Peter Greenwood's National V65 record and steal his V64 mark to boot, while his clubmate, Ken Platts, (*below, photo. Davey Jones*) returning to something like form, set a new mark for 66 year-olds with 1:47:11.

Becky Murley's purple patch continued with her outstanding 1:54:03 setting a new Group time for VW42, whilst Cambridge's third rider, 70-year-old Chris Dyason set a new Group record in 1:56:02, which could have been 1:54:22 if only he'd got himself to the start on time. Ironically, he found the fact that Terry Icke's National Record would have remained intact oddly consoling.



Major honours for the day, though, as so often, go to our President, 88-year old Peter Horsnell, (*left, photo. Davey Jones*) who smashed his National Age record with 2:20:16 (taking over half-an-hour off the existing record) and, as I have just learned, followed that up the next weekend in the ECCA 10 Championship by shaving 11 seconds off the National Age record for that distance, too.



If I've missed anyone, I do apologise. Let me know and I'll correct it in the next edition. It's hard to keep up, there's so much record-breaking going on.

Andy

A Morality Tale of Everybody, Anybody, Somebody, Nobody and Someone Else

Let me tell you the story of four young lads by the name of Tom, Dick, Harry and Joe.

Actually, let's be formal about this and use their full names: Tom Somebody, Dick Everybody, Harry Anybody, and Joe Nobody.

Together they were the best of friends, But I must confess when it came to a task they weren't very good. You see whenever they were given a job, They all began to fight.

This was how it always went: Everybody was sure that Somebody would do it, And Anybody could have done it but in the end Nobody always ended up with the task. When Nobody did it, Somebody was angry because it was Everybody's job. But Everybody assumed Somebody would do it instead.

Now Nobody realized that Nobody would do it, so

naturally Everybody blamed Somebody When Nobody did what Anybody could have done in the first place.

As you may have guessed, these four were fun, active, busy people But what they accomplished was a shame and Everybody knew it. You see Everybody had a good idea, but Everybody thought Somebody would follow it through, but Somebody thought Anybody would work on it.

And Anybody thought Everybody should do it, so Nobody ended up working on it... AGAIN!

One day a contest was announced and all the boys entered. Everybody thought Anybody could win the prize. Anybody thought Somebody would win, while Somebody thought Everybody would get a prize.

But Nobody was the smartest of the four; Nobody was very faithful; Nobody worked very hard and, fittingly, Nobody won the prize he deserved.

I have one more tale to tell you of another friend of the four: a sad, sad tale of the death of a man called Someone Else. You see all the boys work at the same firm where one of their most useful co-workers was

called Someone Else and the four were greatly saddened to learn of the untimely death of such a valuable colleague.

Someone Else's passing created a vacancy that proved difficult to fill. He had been around for years and for every one of those years, Someone Else did far more than a normal person's share of work.

Whenever Anybody mentioned leadership, Somebody always looked to this wonderful person for inspiration and results; "Someone Else can do that job!"

Whenever there was a job to do, a role to be filled or leadership was required, one name always came to the fore: Someone Else. Everyone knew Someone Else was the most generous with time and money. Whenever there was a gap that needed filling, Everybody, Anybody and Somebody were always confident that Someone Else would make up the difference.

Now Someone Else was gone and the boys all wondered what they would do, No longer could they utter the words; "Let Someone Else do it" If it was going to be done, one of them would have to do it... and of course, the leading candidate was Nobody...