



East Anglian Newsletter

Easter 2015 — Issue 245

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Just a minute!

Well it's Easter already, does the year go quicker the older you get? The racing season is well under way and members of the Group are already getting some good results and by the time you have read this Eric Angell would have put the first Group 25 event on the demanding Stetchworth circuit, somewhere within the bowls of this newsletter you will see the list of all the events that the Group is either organizing or using for their championships.

If you have an email address let Merv Player know, from the 370+ members, only 45 of those don't have email now, this will help cut costs for postage of the Newsletter and you will receive any other communications quicker, we are the largest Group in the country, but also one of the most widely spread so good communication is vital.

I cannot over emphasize how important it is that we get all the necessary marshals at our events, we have a good membership and if everyone did their bit, then we would only have to marshal about every five years, it's hard enough to get organizer's to promote on the E2, so before

2015 Events		
Here is a list of all the Group events and the open events that will include VTТА prizes, all the 10's in this list qualify for the 10 league, awarded annually to the best Group member with the highest number of points from 5 of the 10 Group 10 mile TT's, 30 points are awarded for 1st Group member reducing by 2 points up to 20 then reducing by 1 point for each position thereafter.		
Date	Event	Course
Sun 26th April	Group 10	B10/38*
Sat 23rd May	Victoria 10 (Inc Group10)	E1/10A
Sat 13th June	Group Championship 50*	E2/50c
Thur 18th June	Group Open 10	E2/10
Sat 20th June	Victoria 10 (Inc Group10)	E1/10A
Sun 21st June	Group Champs 100 (ECCA)	E2/100
Thur 25th June	Group 10*	E2/10
Wed 8th July	Group 10*	B10/3b
Sat 11th July	Group 25*	E2/25
Sat 11th July	Open Ladies BBAR 25	E2/25
Sat 25th July	Victoria 10 (Inc Group10)	E1/10A
Sat 8th Aug	Group 10	B10/43
Sun 9th Aug	Group 25 *	E2/25
Sun 16th Aug	Group Champs 12hr (ECCA)	E2/12h
Sat 29th Aug	Victoria 10 (Inc Group 10)	E1/10A
Sat 12th Sept	Group 10 *	E2/10
Sat 3rd Oct	Leo 30 (Inc Group & ECCA 30)	E2/30
* Preference to East Anglian VTТА members		

anybody else asks, please look at the list below and let Merv Player know what events you prefer.

Is it that I am just getting old that people that I know are leaving us? It seems that the New Year hasn't been good to some of our cycling mates,

first Mick Burrow, then Mike Dyason, followed by Roy Godbeer and now his club mate Vic Stark, all top riders, you will find their obituaries within this newsletter, so sad that there are so many.

John

Marshalling 2015

Opposite are the list of all the events for the Group, could you please specify at least one Group event of your choice that you can help in for 2015 by ticking the adjacent box, if you are available for more than one event, send this back to Merv Player and he will pass this form onto the relevant organiser and they will contact you prior to the event.

The other events that we are associated with as well require our help, if you cannot marshal a Group event for any reason, then perhaps you could nominate one of those events.

We have a good Group event schedule for 2015, members must realise that to keep these events and the organizers for the future, everyone, when approached, should attempt to assist.

Date	Event	Course	Organiser	Event choice
Sun 26th April	Group 10	B10/34	Ron Back	<input type="checkbox"/>
Sat 13th June	Group 50	E2/50c	John Golder	<input type="checkbox"/>
Thur 18th June	Group 10	E2/10	Mark Arnold	<input type="checkbox"/>
Thur 25th June	Group 10	E2/10	Mark Arnold	<input type="checkbox"/>
Wed 8th July	Group 10	B10/3b	Richard Reade	<input type="checkbox"/>
Sat 11th July	Group 25	E2/25	John Golder	<input type="checkbox"/>
Sat 8th Aug	Group 10	B10/43	Barry Freeman	<input type="checkbox"/>
Sun 9th Aug	Group 25	E2/25	Paul Hirst	<input type="checkbox"/>
Sat 12th Sept	Group 10	E2/10	Keith Dorling	<input type="checkbox"/>
Sat 3rd Oct	Group 30	E2/30	John Golder	<input type="checkbox"/>

I am willing to help in the event (s) that I have nominated above.

Name

Address

Telephone

E-mail address

Club

Gary Empson's attack on the 30 record

WHO REMEMBERS GARY EMPSON? If you don't remember him, why not? a young rider full of raw power, new to cycling and full of ambition, he set out in 1991 on a deliberate quest for a slice of sporting immortality, he set his sights on one particular competition record, which he felt would be a landmark in time-trialling history and he succeeded, he got it. So why is his name not as familiar as those of Engers, Booty or Cammish?

Two reasons: the record in question was the "30", that mysterious distance that now has only around twenty events a year, that has never had a national championship, but which does have a recognised competition record, no one seems even to know why there is "30" at all: we don't have a 60 or a 120 do we? although there is a 15 — traditionally seen as a ladies' event! but mysterious or not, the 30 could obviously be regarded in some ways as an elite event: to the serious tester, beating the hour for a 25 was nothing, but getting close to or beating the hour for a 30, that really would be something special. Engers's 30 mph 25 in 1978 had pointed the way, and it should only be a matter of time before someone smashed through the hour barrier in the 30. Martin Pyne had come closest in 1981 with a 1:0:11, but 30 events are rare, and the years passed with the record apparently frozen on that mark, this was the record which Empson picked out in 1991 as the one he wanted, and on 7 September 1991, he seized it with dramatic ride of 59:56 in the Leo RC event.

So why isn't Empson much more famous than he is? Almost certainly it's because he only held the record for thirty minutes: after finishing, he suffered the agonising fate of watching another rider slice a further 34 seconds from his time, and that rider was Eddie Adkins. For Adkins it was an amazing reversal of fortune: thirteen years after breaking competition record in the 25, then being up-staged minutes later by Engers with his 49:24 ride, he now found himself overshadowing Gary's ride with his own 30 mph performance, and it was on the very same course as that historic 25, on the A12 in Essex.

You could hardly have found two riders more different than Empson and Adkins. Gary was 23 years old, a King's Lynn man with a skinhead haircut and a wicked Norfolk accent, who was virtually unknown away from the East Anglian roads. He had only been cycling seriously for eighteen months, a former athlete and weightlifter; his was an exciting natural talent. His previous personal best for the 30 was just 1:6:10 (done on a collapsing wheel its true) yet he somehow convinced himself that the

sub-hour record was his for the taking. How did he come up so quickly in the sport? Part of the answer is that he wrote to Alf Engers asking for advice on how to hit the magic 30 mph target, and Alf sent him detailed training schedules which included intense interval sessions, designed to test the ambitious young rider to his limit. By contrast Adkins was already one of the best-known figures in time-trialling: successor to Engers as national 25 champion, which he won three times running from 1977-79, he was a prolific winner who had ridden with Phil Griffiths in the GS Strada squad, and was now part of the all-conquering Manchester Wheelers team. By 1991 he was 42, almost twice Empson's age, but no signs of slowing down, having recorded a 49-minute 25 that summer. He had also moved

*September 7 was one
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days with clear air
and light wind...*

up the distances to such good effect that he had finished second to Cammish in the 1987 BAR. Tough, single-minded and very, very fast, in any race he rode he started among the favourites. He had no thought of a record that day — he was riding as he always rode, simply to satisfy his unquenchable thirst for victories.

September 7 was one of those special late summer time-trialling days with the clear air and light wind that promised personal bests, and it did not disappoint: it yielded three competition records and 99 personal bests, counting those of the tandem pairs. Gary was off number 100, Eddie at 130, with Derek Cottington sandwiched between them at 120. The first few miles didn't go well for Gary — he was nervous and keyed up because his mind was fixed on that record, and as it was such a perfect day he could allow himself no excuses. He struggled to find a rhythm against the slight headwind, felt he was over-revving but didn't want to change up and blow it. Eventually he settled down and got to the turn, feeling good as he picked up the tailwind. He had no speedo but his father had arranged to give him a check at exactly 25 miles, which he passed a few seconds

inside 50 minutes. He was at his maximum but somehow he knew he could hang on, he knew he was going to get there. As soon as he crossed the line he saw from the reaction around him that he had done it: 59:56, a new record and a time-trialling landmark. Of course he was elated, but he knew perfectly well that Cottington and Adkins were both hurtling up the road behind him, and Adkins was the one he feared: if anyone was going to push that bar higher it would be him. Cottington finished with 1:1:13 for eventual third place, then the crunch moment came, with Adkins over the line in 59:22, and Gary knew the worst. Eddie hadn't had a clue that the record was on: a few miles from the finish Bob Downs had been standing by the roadside shouting to him "It's on!", and Eddie could only wonder "What's on, what's he shouting about?" His concentration shut out everything else except driving the pedals round, and like Gary he had no speedo. Afterwards, when they told him his time, and what Gary had done, he went over to commiserate with his younger rival, but by now Gary was relaxed and philosophical. At least he had finished first and got his record: he would always be the first, while if he had been off behind Eddie, he would have been just a footnote in the story. There wasn't much of a fanfare for the two of them: by the time they got back to the tea-stand everyone seemed to have gone home. "Were you in the race?" asked the tea-lady. "Yes," replied Eddie, "I broke comp record." "Ah well, then," she laughed, "you can have a free slice of cake." So much for making time-trialling history, thought Eddie — a free slice of cake! Sue Wright had set a new women's record of 1:7:24 and Dave Pitt set a trike record of 1:6:33. Probably the only reason a new tandem record didn't materialise was that Pete Wells and Nipper Adams had set an outstanding record of 57:21 way back in 1973; this time Manser and Broad put up the fastest time of the day with 58:48, but no new record.

So why did it happen that day? Why did the 30 record wait thirteen years after Engers's 25 ride before it dipped under the hour? There was a one-word answer: tri-bars. This was the first year of their use in time-trials in England, and their effect had already been felt by the whole testing community. The most sensational proof had come as early as June, when Gary Dighton had exploded the 25 record, bringing it down to 48:07, in a race in which no less than five riders went under 50 minutes, one of whom was Eddie Adkins. The year before, Pete Longbottom had sliced just 11 seconds off Engers's record after it had been on the shelf all those years; now Dighton had carved a full minute and more from Longbottom's time, and the reason was plain to see. Both Adkins and Empson now say quite openly that they would not have smashed that 30 record without the aerodynamic revolution, and that 1991 marked the arrival of a new era. They were

continued on page 3

Profile of Tony Panting

(by kind permission of the British Cycling WEB site)

Tony has experienced it all - club rides, time trials, the climb of Mont Ventoux, sportives, turbo sessions and a 100-mile record. And at 80 years of age, he is enjoying his cycling more than ever. Here's his profile.

Name: **Tony Panting**

Age: **80**

From: **Bury St. Edmunds, Suffolk**

Club: **West Suffolk Wheelers & Triathlon Club**

What kind of riding do you do?

Club rides, charity rides, sportives and until last year time trials.

What do I enjoy most about cycling?

The thrill of being in the open air and the fitness cycling gives me.

What is your favourite ride?

Any ride in the lovely Suffolk lanes and Norfolk border with my closest mates (All 'oldies'!)

Top tips: A turbo for winter training with intervals for speed and endurance (essential for me as I have asthma). Porridge sprinkled with whey powder, cranberries and blueberries for breakfast (no sugar).

If I had a tandem, who would I like to ride with?

A 10-mile time trial with Michael Hutchinson up front.



Your favourite moment in cycling?

I have three:

- 1 Getting to the summit of Mont Ventoux in two hours and 20 minutes with a stop at Tommy Simpson's memorial (I simply had to beat the Boris Bike guys!). It was 28 degrees in Bédoin but once we left the treeline half way up the Mistral was blowing and it was freezing by the time we reached the summit.
- 2 Cresting both the Tourmalet and Port de Bales in the Pyrenees three years ago age 77.
- 3 Setting a new vets 100-mile East Anglian record in four hours and 41 mins at age 76 closely followed by 216 miles in 12 hours.

I would like to continue a 'Rider Profile' of our members for the next East Anglian VTTA Newsletter, so if you would like to be considered answer the same set of questions above and supply me with a picture.

Gary Empson's attack on the 30 record

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both using rear disk wheels too, but they are both certain that the tri-bars were the crucial factor. Gary's bike was steel, the frame built by his father, Doug.

Today Eddie Adkins is still riding, and to date he has notched up the amazing total of 600-plus victories. More recently he's had worries with his back, but those who know him reckon he's not finished yet.

Gary was in and out of the sport for the next dozen years, he badly wanted to get inside 50 minutes for a 25, but wanted to break the hour again for the 30, so in 2010 he trained specifically just for that, he targeted the Leo 30, little did he know it would be reduced to a 25 because of an air show at Duxford commemorating the Battle of Britain and clogging up the turn at Sawston, he won with a 49:41.

He is 47 now, so there's time for him to be tempted back for one more shot. For the record, Adkins's 30 time stood for five years before Harry Walker smashed it with a

57:36, using the O'Bree tuck position. Then in 1998 Matt Illingworth trimmed a few more seconds off, to 57:31 in the Leo 30, then it had to wait until 2011 before Michael Hutchinson took it down to an incredible 55:39 also in the Leo 30 where it stands today. On the tandem, Sean Yates and Vic Haines scorched to a 56:48 in 1998, and then in the 2002 Leo event Zak Carr and Glenn Taylor really got things moving with a 54:33. Jill Reames holds the women's record with 1:5:05 in 1999.

The 30 may be something of a mystery distance, but there's no doubt that the sub-hour 30 club is a very, very elite one, so when Empson the young novice picked out this record as his own back in 1991, he was obviously setting himself a massive challenge, and he rose to it magnificently.

See you at the Leo 30 on Saturday October 3rd on a new course that still uses the A11/A14, but starts at Great Wilbrams, goes north east to Red Lodge, turn and finish back at Great Wilbrams, no 4WW or Sawston roundabouts to slow you down or the double climb of Pampisford.

Cyclist's song

*Hey, ring-a-ling
Suddenly its spring
And the birds all sing
As they fly on the wing
Swing in the trees
Waft in the breeze
But all I can wheeze
Is...
"oh! my poor knees"*

Congratulations

Our East Anglian VTTA Group and Chelmer president and his lady, Pete and Mary Horsnell, have just celebrated their diamond wedding anniversary and attribute their long and happy married life to having a mutual interest. I wonder what that is?

Welcome all the new and re-joined members to the Group

Andrew Beaman
Darran Bennett
Darren Bigmore
Trevor Burke
Simon Carson
Jeremy & Nicola
Clipstone
Nicholas Coe
Darren Davis
Karen Eaton
David Fenn
Stuart & Jackie Field
Duncan Gilbert
Phillip Gosling
Peter Hallahan
Peter & Lynda
Hardiman/George
Tim Hector
Nigel Hodge
Martin Holmes

Steven Jennings
George Lescombe
Stephen & Lesley
Linden
Colin Lizieri
Ian Mackerness
Ian McCluskey
Dennis & Rachael
Montgomery/Haley
Darren Preston
David Procter
Carlito Rendora
Gary Smith
Graham Snellin
Jason Turner
Mark Valios
Martyn Wagner
Adrian Whiting
Robert Wood

Life with the Octogenarians

He was in the supermarket with his shopping list, no he does not have a mobile phone to check with 'her indoors', but managed to complete his order and approach the check out.

Having paid (with a cheque) he says rather timidly to the lady at the till "can you change this everlasting bag for me please, the handle has come off" to which she replied "I would do so willingly sir, but that is a Tesco bag and this is Sainsbury's"!

It's another day, in fact it's Christmas Eve and the happy pair is dismayed to find that they are lacking just one thing, nothing for it but a late visit to, yes the supermarket. He is being efficient, he soon locates the required item, but she is wandering among the shelves, she soon fills the basket and approaches the nearest queue and eventually reaches the till. All is well until he reaches into his pocket, his face drops as he explains "I've left my wallet (cheque book) in the car" what she says is not recorded, the car is parked the furthest away possible in the very busy car park, the assistant is sympathetic and the people behind in the queue are luckily polite.

As our hero hurries out leaving his spouse to hold the fort, meanwhile the queue is growing and people at the back, not knowing what is happening, are getting impatient, a supervisor is called, when he appears running (the best he can) and dodging between the crowds, anxious to make an apology.

So all was well and they had a Happy Christmas, but what she said has never been recorded !



When will Pete Horsnell stop racing?

I liked this from Gray Turnock of the all conquering Finsbury Park CC...

A rider once came up behind me as I was riding home from work. At first I was a bit irritated as he sat on my wheel but then I thought to myself "why not? let's do a bit of two-up". I turned to him to encourage him to come through but in response, and obviously in reference to my club jersey, he said "nah, I've got a team mate up the road". I had to laugh.

... here is Tom Boulton one of his team mates playing about on the boards at Lea Valley Park



picture by courtesy of Davey Jones

Group Officials for 2015

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Yet Another Boring Touring Article

By Eric Angell (who else?)

Never before had I seen such a coachload of long faces. They were aboard the European Bike Express bus, returning from a late May tour of sunny Southern France – except that it had rained and snowed on them! Now they were back in Britain... and the sun shone!

Ed and I had joined them at the Waltham Abbey stop for onward transportation to the bus's terminal destination, just short of Middlesbrough. It was the late May bank holiday Monday, and my



The Bike Express bus

'master plan' was underway...spend 10 days riding the 500+ miles back to Essex via the Yorkshire Dales, Pennines, Peak District, Midlands, Cotswolds and Chilterns. All accommodation booked; all routes programmed into my GPS; both touring bikes gleaming; panniers packed. The only 'variable' would be the weather.

So it was that we set out on our first day in cold drizzle – only to end up further away from Essex at the end of it than the start! Westward ho! through lashings of cow poo – pristine bikes no longer. Zigzagging under the metropolis of Darlington, the rain stopped and we rolled into a rather bleak Barnard Castle for our first stop.

But the next day was to be spectacular – well it would be if you could see much through the cold dank mist that pervaded! The climb from Bowes up the unmade track over Sleightholme Moor and over Tan Hill was rewarded by a hair-raising switchback lane descent to Thwaite, where I knew from last year that there was a hotel serving hot soup and cake. We then 'warmed up' the 1-in-4 climb of Buttertubs for the Tour de France riders next year before finding solace, tea and cake in the fleshpot market town of Hawes, where Ed was in his element – a steam train AND a bookshop!

A lumpy B road took us past the spectacular Ribblesdale railway viaduct, where a left hook gave us a favourable north wind to our stay at Horton-in-Ribblesdale. Considerable internal applications of amber liquid were required to ease aching old muscles.

In the shadow of Pen-y-ghent, we set off up a lung-bursting lane that eventually dropped us past the awe-inspiring Malham Cove, through tourist-filled Malham into quieter roads to Pendle country. At the tea stop at Coldwell Reservoir – high above Colne, the sun actually started shining! There was only the matter of finding our way to the aptly-named Angeldale Guesthouse in Hebden Bridge... yours truly thought that a few 1-in-3 cobbled laney descents might add to the brake-testing routine! Not for the first time, we ate *Italiano* that night – molto stanki!

Much of the route used canal paths to negotiate our way through busy areas – they are flat, quiet and pretty – just be careful when passing under the bridges NOT to catch your shoulder and bounce off into the drink! The Rochdale canal was followed as far as Sowerby Bridge, where we were in for a rude awakening... this area west of Huddersfield is cut with deep valleys, through which the major arteries (road, rail and canal/river) flow. So if you want lanes, you have to work for them – and the 'wall' out of Sowerby soon had us walking up the 1-in-3! Up and down like a whore's drawers (my Nan's old saying) for many a mile, until we reached the Trans Pennine Cycle Trail – which whisked us in quiet beauty, and glorious weather, from east to west, past glistening reservoirs to Glossop – and thence via a rather testy 'A' road to the lovely Peak District village of Hayfield and our hotel.

Without shame, I must admit that both our intrepid pensioner participants had trouble climbing out of their baths after such a day.

By now, the 'routine' of sunshine (sod the South of France) and a helpful wind saw us ever-southward to our goal. It was Saturday morning, and tea at the bustling pavilion in Buxton was soon followed by the Tissington Trail – many miles of spectacular disused railway all the way to Ashbourne. The sun and lack of gradients were most welcome, but the out-of-control dogs and legions of wally cyclists were a new hazard.

Begrudgingly, anti-gravity soon took over again until we reached our motel stop in the western suburbs of Derby...halfway home.

We skated along through Lichfield, with its towering cathedral; played with trains at Brownhills before picking up the *West Midlands Cycle Route* towards the Birmingham area. I had some trepidation about choosing this urban way... but it was great! Disused railways, green parks and canals lead us through Walsall to our Premier Inn in the surprisingly upmarket West Bromwich. Mind you, the confidence in my *Satmap Active 10* GPS – with 1:50,000 OS maps built in, together with your planned route and actual position a glance away on your stem – is very satisfying. What did we do before...have a soggy 'Barts', getting lost, asking the way??

John – the receptionist at West Brom – couldn't have been more helpful, and insisted that we put our bikes in his office for safety. Next morning, the lady on the desk said 'Ah – you want your bikes...John gave me a description of you; and you seem to fit it!' I declined to enquire if it was 'two fat grey old gits'.



The Rochdale canal

Onwards through Smethwick and Birmingham city centre; we followed the river through Cannon Hill Country Park to Longbridge – noting that the old Rover car factory was being replaced with a swank housing estate. Redditch has a swathe of Arrow Hill Park dividing it neatly into two – ideal for cycling – and soon we were

picking up the canal path into Stratford-upon-Avon and the rather smart Best Western Hotel. Stratford was nice, but a bit of a *one trick pony*... OK, there is the Bard's house, but there is also Ye Olde Anne Hathaway tearoom (yuk) and – like many a town – spoiled by God Car and its requirements. But at least the pizzas and *Peroni Nastro Azzurro* beers were good.

Ah – the Cotswolds at last! Sun and a tailwind tore us along the five miles of old railway out of Stratford, and soon familiar names were on the signposts. Chocolate box Chipping Campden saw the demolition of more home-made cakes. The fleshpot of Broadway was bypassed via Snowhill for an idyllic lunch sitting outside an unspoilt pub – watching the road mending gang working!

In the blue-skied afternoon, photo visits were made to the obligatory calls of Upper and Lower Slaughter before bustling Bourton-on-the-Water beckoned to me with 'come here for a cream tea and get even fatter'. Great thing about bikes – no parking problems...right outside the café, not half a mile down the road in the 'pay-and-display'.

The final few miles to Chipping Norton were somewhat 'testy'. The afternoon was unseasonably hot, the climbs difficult and the wind (travelling NE) was in our faces. The excellent Crown and Cushion hotel (our stop for the night) allowed us to wheel our bikes through into the function room of this historic building. It had been owned by the late Keith Moon of The Who, and was the scene of many a wild party...it was just a bit quieter now.



Tissington Trail

Our wheels were now firmly set in an easterly direction for the home run. We rolled through green and pleasant lanes in Oxfordshire, making interesting observations on the Bicester to Bletchley railway line, which we frequently crossed. This part of the 'varsity line' between Oxford and Cambridge was now disused, but attempts were being made to reopen it – as much of the track/bed is still there. Skirting south of Milton Keynes, we found a leafy route in to Woburn – our final stopover, where the Long's Inn provided us with a comfortable room and a wonderful meal; to say nothing of the beer.

Day ten provided a grey start – soon to burn off into yet another sunny day. I had devised a devious route to get us past Luton and Stevenage to familiar sights such as Barwick Ford, where a Road Closed (to cars) gave us a traffic-free few miles to Much Hadham, and lunch at the pretty garden centre at the north end of the High Street. The Dynamic Duo – now tired from their efforts – could not resist a bit of macho to get past a group of women cyclists...well, we DID have 30+kg. loaded touring bikes!

When you finish such an epic ride there is much personal satisfaction – no brass band or red carpet; no welcoming committee; no applause; no speech from the Mayor. We often got asked on our journey 'why are you doing this ride – charity?' Our answer was usually of the order of 'no – we're just mad'.

ROY (Spit) GODBEER 1st September 1929 – 8th March 2015



Roy passed away on Sunday 8th March 2015 after suffering a heart attack following a successful hip operation on Friday 6th March. Roy was in his 86th year, Roy lived in Walthamstow East London in his younger days and was employed as a cabinet maker/carpenter which he continued to pursue into his early eighties working freelance on many building sites in and around London. There are not many East London and Essex cyclists who have not had Roy to fit new doors in their homes.

His interest in cycling started in his teens and he became a member of the Marsh RC, after finishing his national service Roy continued his cycling and joined another East London club, the Comet CC. He then became part of a formidable road race team along with Johnny Homard and Tom Bristow and they competed in most of the top amateur events around the country throughout the fifties with considerable success. They could easily be identified in a bunch as they used to wear red and white spotted neckerchiefs. He was also a regular competitor in the annual Catford Hill Climb and he also visited Belgium on many occasions staying at the famous Café den Engel and competed in many of the local races.

Roy took the honours in the Apex Trophy Road Race on two occasions and won the Barnet Road Race in 1953. He also competed in the Olympic selection races but the high spots in his racing career were in 1954 and 1955 when he took part in the Circuit of Britain with the Essex Team along with amongst others Vic Stark and Derek Worsley. In the 1954 race Roy was second on Stage Five and third on Stage Six and finished a creditable overall sixth on General Classification.

After retiring from cycling Roy and his wife moved to Hullbridge and lived on the banks of the River Crouch. Roy lost his wife Lily in 1994 and afterwards naturally found life a bit empty. However, after visiting a cycle race meeting at Boreham Airfield together with his faithful dog Jenny (who Roy subsequently brought into race headquarters and she would eat your sandwiches if they were left unattended) he got chatting with some of his old acquaintances and was encouraged to get a bike and join them in the Southend Wheelers.

Roy soon got the pedals turning and started riding regularly with the club. This led to competing in club time trials and subsequently also joining the League of Veteran Racing Cyclists where even at seventy years plus, was able to take part in his first love of road racing, Roy never looked back and cycling became his life once again and he regularly took part in Randonnées, Time Trials, Circuit and Open Road Races and made many visits to the Majorca Training Camps. There were not many days when he was not on his bike.

Roy was never one for using the latest aero equipment and to level the playing field the Southend Wheelers created an annual time trial in his honour 'The Roy Godbeer Non Aero Championship' where disc wheels aero helmets and tri bars were banned, in recent years Roy also won many League of Veteran Racing Cyclists events including the SE England Toachim Vets Jersey Series in his age category together with National and Regional Championships. As the years passed by it has been necessary for the LVRC to create a new age category each year to accommodate him.

Roy had a wealth of knowledge of cycling gained over at least the past seventy years and was a popular and most sociable person who was loved by the cycling community wherever he went, Roy leaves a daughter Janet and son-in-law David who he loved and was very proud of.

The cycling scene in Essex and beyond will not be the same without Roy, he will be sadly missed.

Mick Burrow 1940 - 2015



Mick Burrow passed away at his Chelmsford home on Friday February 13th, his son Jamie and daughter Louise were with him at the end, Mick had just celebrated his 75th birthday in January and had bravely battled the effects of various cancers for the past couple of years.

Mick broke National competition record at 25 miles in 1965 on the fabled Southend Road (E3 – the A127) course with 54:04 only to see it bettered 20 minutes later by Paul Bennett who ironically also passed away not too many weeks ago.

Mick was a member of the Group and was always one of the first to volunteer as a marshal since he stopped racing, he will be missed by the Group and our thoughts go to Jamie, Louise, his family and friends.

Vic Stark 1931 - 2015

Vic Stark of the Southend Wheelers passed away on Sunday 22nd March, Vic was 82 and had been suffering with a heart complaint for several years.

In the mid to late 50's Vic was a formidable road man, he raced in many premier events, in 1954 and 55 he rode the "The Oats" Circuit of Britain (fore runner to the Milk Race sponsored by Quaker Oats) ironically with team mate Roy Godbeer, in 1954 he won the Morecambe stage and in 1955 he won two stages of the Tour of Ireland, one a TT, the overall



recovered from his crash at Gorey on the opening day.

Vic was always a good time triallist and in the late 80's and early 90's was within

winner was Brian Haskell. The time trial stage gave the race an entirely new aspect, although Brian Haskell did not win the 40 miles test - that honour went to Vic Stark who showed he had fully

touching distance of the National VTAA 4 distance BAR, but his adversary was Harry Featherstone of the Norwood Paragon and Vic could only manage 2nd, he won our Group BAR four times and numerous Group Trophy's.

At that time I was a club mate of Vic and although I usually got the better of him in the early season, by June he was flying and I often went home to tell tales of this guy that was 20 years older than me giving me a good hiding, he would say that there was no point in peaking in April, the real racing begins in June.

Our thoughts go to his family and friends.

Mike Dyason



A member of the Viking Road Club for over 60 years, passed away on 24 February aged 78.

Mike started cycling as a teenager and joined the Epping Forest Section of the CTC when he was 17. Soon after that he started racing and joined the Viking Road Club which had over 100 racing members at the time and he remained a member for over 60 years. Cyclo-cross was in its infancy at that time and he had his first win when just 18, shortly before doing his National Service, during which time he was able to travel to events at the army's expense, recording many wins and places.

He was also a keen time-trialist, being one of the earliest riders to get under the hour with 59:14 in 1959 and recording several notable wins in the London East area in the 50s and 60s. He continued riding TTs off and on until 2003. He was a cycling all-rounder, winning several road races as well as being a regular at Herne Hill track league in the 1960s. To say he was passionate about bike racing would be an understatement and he would encourage anyone and everyone to have a go. Almost all members of his extended family have raced at some time, son André being a fast Vet in recent years and brother Chris still racing.

Mike was an entrepreneur with a string of businesses during his life but he was best known to cyclists for his Ozzo-branded cycling accessories that he sold by mail order. He ran this business for nearly 30 years after starting it mostly as a hobby.

Having been diagnosed with prostate cancer in 2000, Mike had various treatments over the years but knew some months ago that the end was close. He then took delight in arranging his own funeral 'Farewell' at his golf club near Grantham which he attended in his casket before leaving alone for the crematorium. A lovable eccentric to the end.

Chris Dyason

Veteran's Time Trials Association East Anglian Group GROUP AGE RECORDS 2014

Solo 10 Miles – Men

Age	Rider	Year	Time
43	S. Irwin	2014	18.19
54	K. Platts	2006	19.38
56	K. Platts	2008	20.06
57	K. Platts	2009	20.07
59	K. Platts	2011	20.35
61	A. Newark	2008	20.37
62	W.F. Broadfield	2003	20.50
68	A. Hale	2009	21.21
70	E.P. Marsh	2000	22.09
71	E.P. Marsh	2001	22.15
73	L. Howell	2009	22.33
74	E.P. Marsh	2004	23.00
78	E.P. Marsh	2008	23.29
81	E.P. Marsh	2011	24.09
83	E.P. Marsh	2013	24.09
84	E. Marsh	2014	24.11
85	E. Fone	2012	30.47
87	E. Fone	2014	32.26

Solo 15 Miles – Men

48	A. Stapleton	2014	32.41
61	J. Golder	2014	34.41
75	R. Back	2014	36.13
82	P. Baumber	2013	39.38

Solo 25 Miles – Men

42	S. Irwin	2013	49.20
47	S. China	1999	49.25
50	S. China	2002	49.57
60	K. Platts	2012	49.57
62	K. Gill	2010	53.19
64	C. Dyason	2012	54.15
66	J. Reed	2014	54.37
70	E.P. Marsh	2000	54.52
71	E. Fone	1998	57.35
72	E. Fone	1999	57.59
78	E.P. Marsh	2008	59.51
83	E.P. Marsh	2013	1.02.00
84	E.P. Marsh	2014	1.03.21
85	E. Fone	2013	1.21.00
86	E. Fone	2014	1.22.45
87	E. Fone	2014	1.31.47

Solo 30 Miles – Men

55	I.S. Cammish	2011	1.00.39
59	K. Platts	2011	1.04.04
60	K. Platts	2012	1.05.48
61	G.W. Irons	1991	1.06.21
66	V.A. Gibbons	1989	1.07.09
69	P. Smith	1992	1.10.27
71	L. Howell	2007	1.11.23
75	L. Howell	2011	1.13.45
83	E.P. Marsh	2013	1.13.51
84	E. Fone	2011	1.32.49
85	E. Fone	2012	1.34.30

Solo 50 Miles – Men

51	I.S. Cammish	2008	1.40.26
60	K. Platts	2012	1.46.28
64	J. Reed	2012	1.53.02
66	M. Player	1999	1.54.58
69	M. Player	2002	1.58.47
70	E.P. Marsh	2000	2.01.48
75	R. Back	2014	2.04.10
76	M. Player	2009	2.11.08
77	M. Player	2010	2.11.13
79	M. Player	2012	2.13.04
84	P. Horsnell	2014	2.17.30

Solo 100 Miles – Men

43	I.S. Cammish	2000	3.35.11
46	I.S. Cammish	2003	3.36.44
49	I.S. Cammish	2006	3.38.49
59	K. Platts	2011	3.44.33
61	J. Golder	2014	4.03.41
64	J. Adams	2009	4.11.16
66	G. Ashley	1996	4.16.52
67	S. Shore	2014	4.20.23
68	M. Player	2001	4.30.43
70	M. Player	2003	4.31.24
76	T. Panting	2011	4.41.30
81	P. Horsnell	2011	4.55.07
84	P. Horsnell	2014	4.55.36

Solo 12 Hours – Men

			Miles
43	I.S. Cammish	2000	291.916
55	K. Platts	2007	283.103
58	K. Platts	2010	280.673

Solo 12 Hours – Men (continued)

			Miles
61	K. Platts	2013	275.060
63	T.D. Easter	2001	243.150
66	E. Wells	1993	226.790
70	P. Horsnell	2000	226.349
75	P. Horsnell	2005	221.027
77	P. Horsnell	2007	217.816
80	P. Horsnell	2010	209.416
81	P. Horsnell	2011	212.960
82	P. Horsnell	2012	205.350
83	P. Horsnell	2013	195.910
84	P. Horsnell	2014	192.100

Solo 24 Hours – Men

			Miles
49	R. Dulton	2010	442.475
61	J. Pugh	1999	429.973
67	J. Pugh	2005	413.785

Solo 10 Miles – Ladies

			Time
41	Julia Shaw	2006	21.30
52	Tricia Goulden	2013	22.44
53	Laura Gambling	2010	23.21
55	Laura Gambling	2012	23.26
56	Lorna Hanlon	1996	24.10
62	Lorna Hanlon	2002	24.12
68	Connie Tapper	1997	25.04
71	Connie Tapper	2000	25.53
72	Connie Tapper	2002	25.57
73	Connie Tapper	2002	26.19
74	Connie Tapper	2003	27.00
75	Connie Tapper	2005	27.53
76	Connie Tapper	2006	28.13
80	Connie Tapper	2009	28.25
81	Connie Tapper	2010	29.51
83	Connie Tapper	2012	29.54
85	Connie Tapper	2014	30.09

Solo 25 Miles – Ladies

41	Julia Shaw	2006	53.36
46	Ann Shuttleworth	2013	58.19
52	Tricia Goulden	2013	58.32
55	Laura Gambling	2012	58.53
58	Lorna Hanlon	1998	59.23
59	Lorna Hanlon	1999	1.01.49
60	Lorna Hanlon	2000	1.03.26
67	Connie Tapper	1996	1.03.35
70	Connie Tapper	1999	1.03.38
72	Connie Tapper	2001	1.04.56
73	Connie Tapper	2002	1.06.50
74	Connie Tapper	2004	1.10.27
75	Connie Tapper	2005	1.10.39
76	Connie Tapper	2006	1.11.10

Solo 30 Miles – Ladies

40	Julia Shaw	2006	1.05.40
41	Ann Illingworth	1981	1.08.48
51	Tricia Goulden	2012	1.11.24
54	Laura Gambling	2011	1.12.12
55	Laura Gambling	2012	1.12.11
56	Lorna Hanlon	1982	1.14.48
58	Lorna Hanlon	1998	1.15.14
69	Connie Tapper	1998	1.18.18
72	Connie Tapper	2001	1.19.57
73	Connie Tapper	2002	1.21.40
74	Connie Tapper	2003	1.25.18
75	Connie Tapper	2005	1.26.21
76	Connie Tapper	2006	1.29.42

Solo 50 Miles – Ladies

40	Julia Shaw	2006	1.57.44
41	Ann Illingworth	1981	2.00.18
46	Ann Shuttleworth	2012	2.01.11
52	Tricia Goulden	2013	2.02.40
55	Laura Gambling	2012	2.04.03
56	Lorna Hanlon	1996	2.08.53
62	Elspeth Knott	2012	2.10.09
64	Elspeth Knott	2014	2.25.27
68	Mary Horsnell	1999	2.31.58
69	Mary Horsnell	2000	2.39.35
71	Mary Horsnell	2002	2.40.41
72	Mary Horsnell	2003	2.46.01
73	Mary Horsnell	2004	2.52.12
74	Mary Horsnell	2005	2.54.11
75	Mary Horsnell	2006	3.05.29
76	Mary Horsnell	2007	3.15.16

Solo 100 Miles – Ladies

40	Julia Shaw	2006	4.04.25
45	Sue Fenwick	2010	4.14.04
52	Laura Gambling	2009	4.23.06
54	Laura Gambling	2011	4.28.01
55	Laura Gambling	2012	4.40.16
57	Mary Horsnell	1988	4.51.21
58	Mary Horsnell	1989	5.02.24
62	Pat Pepper	1998	5.13.23
63	Mary Horsnell	1994	5.23.31
67	Pat Pepper	2003	5.27.53
71	Mary Horsnell	2002	5.54.23

GROUP AGE RECORDS 2014 *continued from page 7*

Solo 12 Hours – Ladies				<i>Miles</i>
43	Ann Shuttleworth	2010	238.285	
46	Ann Shuttleworth	2013	244.120	
47	Diane Emery	1987	231.218	
50	Mary Horsnell	1981	222.060	
53	Mary Horsnell	1984	218.200	
54	Mary Horsnell	1985	218.060	
56	Mary Horsnell	1987	215.596	
57	Mary Horsnell	1988	215.266	
58	Mary Horsnell	1989	214.490	
60	Mary Horsnell	1991	207.220	
64	Mary Horsnell	1995	201.530	
65	Mary Horsnell	1996	189.930	
67	Mary Horsnell	1998	186.927	
71	Mary Horsnell	2002	176.01	

Solo 24 Hours – Ladies				
52	Mary Horsnell	1983	394.151	

Tricycle 10 Miles – Men				<i>Time</i>
60	E.P. Marsh	1990	22.27	
68	E.P. Marsh	1998	22.56	
71	E.P. Marsh	2001	23.18	
74	E.P. Marsh	2004	24.37	
80	E.P. Marsh	2010	25.35	
81	J.P. Lindsell	2002	36.16	
85	J.P. Lindsell	2006	40.00	

Tricycle 25 Miles – Men				
41	D. Saunders	1991	57.21	
59	E.P. Marsh	1989	58.08	
68	E.P. Marsh	1998	1.00.00	
69	E.P. Marsh	1999	1.00.55	
71	E.P. Marsh	2001	1.01.03	
74	E.P. Marsh	2004	1.02.48	
80	E.P. Marsh	2010	1.06.24	
82	E.P. Marsh	2012	1.11.48	
83	J.P. Lindsell	2004	1.38.53	
85	J.P. Lindsell	2006	1.40.13	

Tricycle 30 Miles – Men				
62	E.P. Marsh	1992	1.11.14	
71	E.P. Marsh	2001	1.13.40	
72	E.P. Marsh	2002	1.17.20	
75	E.P. Marsh	2005	1.19.26	
76	W.E. Thorncroft	1998	1.36.59	
80	J. P.Lindsell	2001	1.57.46	
82	J.P. Lindsell	2003	2.02.15	
83	J.P. Lindsell	2004	2.12.08	

Tricycle 50 Miles – Men				
41	D. Saunders	1991	1.58.31	
62	E.P. Marsh	1992	2.05.09	
64	E.P. Marsh	1994	2.07.27	
68	E.P. Marsh	1998	2.07.51	
70	E.P. Marsh	2000	2.09.53	
73	E.P. Marsh	2003	2.10.18	

Tricycle 100 Miles – Men				
58	E.P. Marsh	1988	4.28.34	
68	E.P. Marsh	1998	4.40.53	
70	E.P. Marsh	2000	4.53.59	
72	J.P. Lindsell	1993	5.41.51	

Tricycle 12 Hours – Men				<i>Miles</i>
41	G.A. Lewis	1980	228.166	
58	E.P. Marsh	1988	227.135	
62	E.P. Marsh	1992	219.98	
65	J.P. Lindsell	1986	206.660	
67	J.P. Lindsell	1988	205.730	
70	H.F. Nevill	1986	170.759	

Tricycle 24 Hours – Men				
42	M. Smith	2001	407.17	

Tricycle 10 Miles – Ladies				<i>Time</i>
44	Vera Staines	1990	27.20	

Tricycle 25 Miles – Ladies				
43	Vera Staines	1989	1.15.31	
44	Vera Staines	1990	1.18.59	

Tricycle 30 Miles – Ladies				
42	Vera Staines	1988	1.34.23	
43	Vera Staines	1989	1.39.17	
44	Vera Staines	1990	1.42.22	

Tricycle 50 Miles – Ladies				
44	Vera Staines	1990	2.46.26	

Tricycle 100 Miles – Ladies				
43	Vera Staines	1990	5.52.50	

Tricycle 12 Hours – Ladies				<i>Miles</i>
43	Vera Staines	1989	177.805	
44	Vera Staines	1990	174.990	

Tandem 30 Miles – Men				<i>Time</i>
51	R.W. Smith/G.W. Irons	1984	1.02.07	
63	V. Haines/K. Gill	2011	1.02.50	
70/71	T. Anderson/T. O'Herlihy	2008	1.10.22	

Tandem 50 Miles – Men				
52/53	R.W. Smith/G.W. Irons	1986	1.48.47	
59	T. Anderson/T. Hanlon	2000	1.51.49	

Tandem 100 Miles – Men				
52/53	R.W. Smith/G.W. Irons	1986	3.49.47	

Tandem 12 Hours – Men				<i>Miles</i>
52	R.W. Smith/G.W. Irons	1985	263.960	

Tandem 10 Miles – Ladies				<i>Time</i>
42	Gwen Cook/Lea Marshall	2011	21.43	

Tandem 25 Miles – Ladies				
42	Gwen Cook/Lea Marshall	2011	57.08	

Tandem 30 Miles – Ladies				
42	Gwen Cook/Lea Marshall	2011	1.06.26	

Tandem 50 Miles – Ladies				
42	Gwen Cook/Lea Marshall	2011	1.56.09	

Tandem 100 Miles – Ladies				
42	Gwen Cook/Lea Marshall	2011	4.04.15	

Tandem 10 Miles – Mixed Pair				
43	Catherine/A Hutchison	2007	19.39	
53	Sue Fenwick/V. Haines	2010	20.23	
59	Rina Brown/A.E. Bouchard	1991	21.19	
63/64	Connie Tapper / T. Anderson	1998	21.28	
66/67	Connie Tapper / T. Anderson	2001	22.06	
69	Connie Tapper / T. Anderson	2004	22.25	
70	Connie Tapper / T. Anderson	2005	22.43	
74/75	Connie Tapper / T. Anderson	2009	23.26	

Tandem 25 Miles – Mixed Pair				
53	Sue Fenwick/V. Haines	2010	53.46	
69	T. Anderson/Connie Tapper	2004	55.29	

Tandem 30 Miles – Mixed Pair				
43	A/Catherine Hutchison	2007	1.03.08	
59/60	A.E. Bouchard/Rina Brown	1991	1.05.48	
65	T. Anderson/Connie Tapper	2000	1.06.34	
66	T. Anderson/Connie Tapper	2001	1.09.24	
69	T. Anderson/Connie Tapper	2004	1.10.23	

Tandem 50 Miles – Mixed Pair				<i>Time</i>
45/46	R.J. Crane/Jane Crane	1996	1.57.20	
53/54	C. Whitechurch/ Celia Whitechurch	2008	1.59.05	
69/70	Connie Tapper/ T. Anderson	2004	2.03.16	

Tandem 100 Miles – Mixed Pair				
42	G. Painter/Ann Shuttleworth	2011	4.03.30	
46/47	R.J. Crane/Jane Crane	1997	4.17.00	
47/48	R.J. Crane/Jane Crane	1998	4.20.30	
52/53	Christine/C. Willmets	2007	4.37.48	

Tandem 12 Hours – Mixed Pair				<i>Miles</i>
47/48	R.J. Crane/Jane Crane	1998	238.97	

Tandem Tricycle 10 Miles - Men				<i>Time</i>
63/64	G. Lewis/A. Fielding	1995	25.46	

Tandem Tricycle 25 Miles – Men				
56/57	F. Muir/M. Ready	2008	1.06.45	

Tandem Tricycle 10 Miles – Mixed Pair				
48/49	Christine Willmets/C. Willmets	2003	24.01	
51/52	Christine Willmets/C. Willmets	2006	24.27	
52/53	Christine Willmets/C. Willmets	2007	24.35	
53	Christine Willmets/C. Willmets	2007	24.54	

Tandem Tricycle 25 Miles – Mixed Pair				
51/52	Christine Willmets/C. Willmets	2006	1.04.27	
52/53	Christine Willmets/C. Willmets	2007	1.08.34	

Tandem Tricycle 30 Miles – Mixed Pair				
52/53	Christine Willmets/C. Willmets	2007	1.17.24	

Tandem Tricycle 50 Miles – Mixed Pair				
48/49	Christine Willmets/C. Willmets	2003	2.16.57	
50	J. Staines/Vera Staines	1994	2.17.14	
51/52	Christine Willmets/C. Willmets	2006	2.19.28	
52/53	Christine Willmets/C. Willmets	2007	2.21.41	

Tandem Tricycle 12 Hours – Mixed Pair				<i>Miles</i>
52	J. Staines/Vera Staines	1996	209.939	

Tandem Tricycle 24 Hours – Mixed Pair				
48	J.Staines/Vera Staines	1992	332.250	

East Anglian Group Group Age Records Established in 2014

<i>Rider</i>	<i>Classification</i>	<i>Age</i>	<i>Time/Distance</i>	<i>Comments</i>
Steve Irwin	Solo 10 Miles – Men	43	18.19	
Eric Marsh	Solo 10 Miles – Men	84	24.11	National Record
Eddie Fone	Solo 10 Miles – Men	87	32.26	
Antony Stapleton	Solo 15 Miles - Men	48	32.41	National Record
John Golder	Solo 15 Miles – Men	61	34.41	National Record
Ron Back	Solo 15 Miles – Men	75	36.13	National Record
Jim Reed	Solo 25 Miles – Men	66	54.37	
Eric Marsh	Solo 25 Miles – Men	84	1.03.21	National Record
Eddie Fone	Solo 25 Miles – Men	86	1.22.45	
Eddie Fone	Solo 25 Miles – Men	87	1.31.47	
Ron Back	Solo 50 Miles – Men	75	2.04.10	
Peter Horsnell	Solo 50 Miles - Men	84	2.17.30	National Record
John Golder	Solo 100 Miles – Men	61	4.03.41	
Steven Shore	Solo 100 Miles – Men	67	4.20.23	
Peter Horsnell	Solo 100 Miles – Men	84	4.55.36	National Record
Peter Horsnell	Solo 12 Hrs – Men	83	192.100	National Record
Connie Tapper	Solo 10 Miles – Ladies	85	30.09	
Elspeth Knott	Solo 50 Miles – Ladies	64	2.25.27	
Ewan Hendon/Antony Wallis	Tandem 10 Miles - Men	43	18.21	

Claims for 2015 Group or National Age Records MUST be submitted before 18th October 2015 with Result Sheet and your date of birth to:-

Sue Clarke, 4 Gunnell Close, Milton, Cambs. CB24 6ZB Tel: 01223 440399

National Records may be sent direct to:

Geoff Perry, 8, The Meadway, Loughton, Milton Keynes, Bucks MK5 8AN

with claim form, but please let Sue know.