

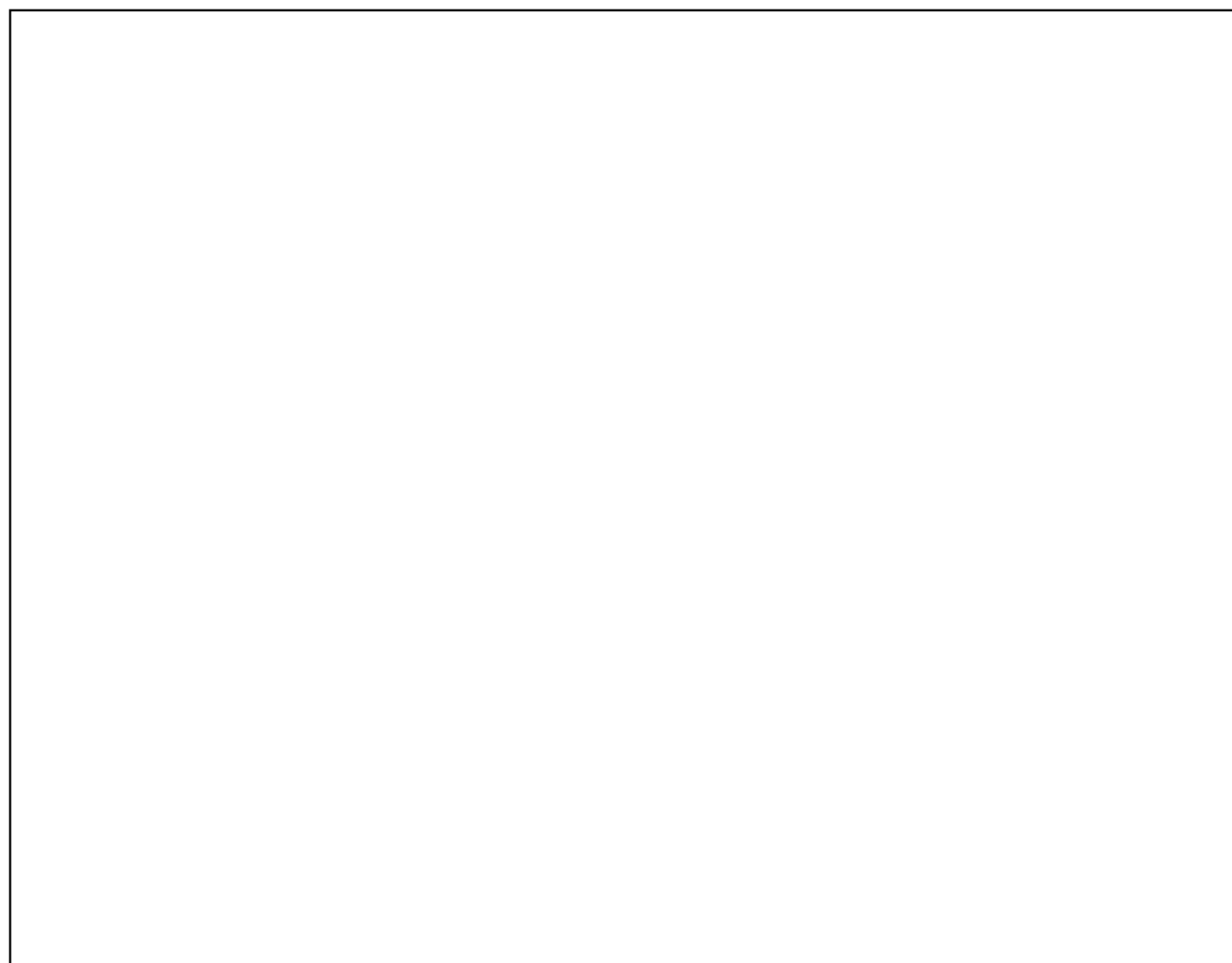
The Veteran Leaguer



The official newsletter of the League of Veteran Racing Cyclists

Volume 10 No 01

Spring 2001



Objective of the LVRC

The provision of a programme of competitive and social cycling events for male and female members of 40 years of age and over

Regional Officials

REGION 1. N.W. ENGLAND

CHAIRMAN	Dennis Agnew 44 Commonsides, Ansdell, Lytham, Lancashire, FY8 4EX	01253-739428
REGISTRAR	Ray Groves 2 Locks View, Ince, Wigan, Lancashire, WN1 3HL	01942-495214
SEC, CONTACT & TREASURER	Wally Hodge 43 Wyre Avenue, Kirkham, Preston, Lancashire, PR4 2YE	01772-682531
EVENT CO-ORDINATOR	Jack Stokes 2 Orchard Close, Tag Lane, Preston, Lancashire, PR2 3TG	01772-768234
NEWSLETTER CORRESPONDENT	Harry Benson 'Fylde Cottage', 1 Havenlyn Park, Cabus, Preston, PR3 1AB	01524-791604
NEWSLETTER DISTRIBUTOR	Dave Edge 123 Carhead Lane, Poulton - le - Fylde, Lancashire, FY6 8EG	01253-890852
QUARTERMASTER	Keith Wright 29 Church Street, Kirkham, Preston, Lancashire, PR4 2SE	01772-499213

REGION 2. N.E.ENGLAND and YORKSHIRE

CHAIRMAN & EVENTS CO-ORD	Derek Smith 15 Moor Grange View, West Park, Leeds, LS16 5BN	0113-275-9733
SEC, N/L CORR & QM	Alan Edmondson 'Seven Oaks', Newlay Wood Ave, Horsforth, Leeds, LS18 4LN	0113-258-7194
REGISTRAR	John Lawton 21 Nursery Lane, Leeds, LS17 7ED	0113-295-6916
TREASURER	Vera Simpson 22 Hill Estate, Upton, Pontefract, WF9 1HT	01977-649205
NEWSLETTER DISTRIBUTOR	Derek Smith 4 Ashfield Drive, Ovenden, Halifax, West Yorkshire, HX3 5P	0142-225-8839

REGION 3 NORTH WALES and MERSEYSIDE

CONTACT, TREASURER & REGISTRAR	Geoff Brandt 29 Templemore Road, Oxton, Birkenhead, Merseyside, CH43 2HB	0151-652-0217
EVENT CO-ORDINATOR	Keith Boardman 19 Clydesdale Road, Hoylake, Wirral, CH7 3RP	0151-632-3185
NEWSLETTER CORRESPONDENT	Richard Lang The Lodge, Cerrigilwydion Hall, Llandyrnog, Nr Denbigh, LL16 4LE	01824-790398
NEWSLETTER DISTRIBUTOR	Eddie Hayes 45 Leominster Road, Wallasey, Merseyside, CH44 5UT	0151-691-1458

REGION 4 MANCHESTER and NORTH STAFFORDSHIRE

CHAIRMAN & REGISTRAR	Dave Watson 207 Manchester Rd. Greenfield, Oldham, OL3 7HX	01457-837113
CONTACT/RREP/EVENTS/N-L CORRES	Nev Ashman 77 Hulme Hall Road, Cheadle Hulme, Cheshire, SK8 6JZ	01614-857969
TREASURER	John Carter 41 Holthouse Road, Tottington, Bury, BL8 3JP	01204-886635
QUARTERMASTER	Bob Murray 7 Hoylake Close, New Moston, Manchester M40 3WU	0161-688-6152
NEWSLETTER DISTRIBUTOR	Les Bailey 51 Romans Rd, Northwich, Cheshire, CW8 1DE	01606-781760

REGION 5. EAST and NORTH MIDLANDS

CHAIRMAN & N/L DISTRIBUTOR	John Downing 33 Doncaster Road, Costhorpe, Worksop, Notts, S81 9QY	01909-732764
REGISTRAR	Jenny Downing 33 Doncaster Road, Costhorpe, Worksop, Notts, S81 9QY	01909-732764
SECRETARY, EVENT CO-ORDINATOR	Colin Abdy 10 Foredale, Barton on Humber, South Humberside, DN18 5NE	01652-633656
TREASURER	John Flear 14a Water Lane, North Hykeham, Lincoln, Lincs., LN6 9QS	01522-687738
QUARTERMASTER	Roger Hearsom Manor Farm, 6 Front Lane, Treeton, Rotherham, Yorks, S60 5QP	01742-694868
NEWSLETTER CORRESPONDENT	Rod Forster Walnut House, Waithe, Brigsley, Grimsby, S. Humberside, DN37 0RJ	0147-823368

REGION 6. MID WALES and WEST MIDLANDS

CONTACT, EVENTS & QM	Les Archer 14 Broadfield Close, Kingswinford, West Midlands DY8 9DY	01384-273109
REGISTRAR and TREASURER	Colin Willetts 201 Mildenhall Road, Great Barr, Birmingham, B42 2PE	0121-358-6768
N/L CORRESPONDENT & DISTRIB	Colin Dooley 62 Gillhurst Road, Harbourn, Birmingham, B17 8PB3	0121-427-2149

REGION 7. S.E. MIDLANDS and EAST ANGLIA

CONTACT	Ron Day 11 Kingsbridge, Furzton, Milton Keynes, Bucks, MK4 1EH.	01908-501461
REGISTRAR	Richard Abbott 124 Oxford Crescent, Didcot, Oxfordshire, OX11 7AX	01235-210178
TREASURER & EVENT CO-ORDINATOR	Mike Burns 14 Briars Close, Long Lawford, Rugby, Warwickshire, CV23 9DW	01788-567637
N/L CORRESPONDENT & DISTRIB	George Bridge 30 Wilby Park, Wellingborough, Northants, NN8 2UL	01933-271234

REGION 8: S. WALES and WESTERN ENGLAND

CONTACT	Chas Bland Poplars, Hillside, Long Ashton, Bristol, Avon, BS18 9LG	01275-393696
SECRETARY	Austin Heath , Melrose, 12 Heol Morlais, Llannon, Dyfed SA14 6BD	01269-832975
TREASURER	Kevin Green , 107 Cherington, Yate, South Glos BS37 8UT	01454-881486
REGISTRAR, N/L CORR & DISTRIB	Ralph Wilson , 42 Bradstone Road, Winterbourne, South Glos	01454-776062
EVENT CO-ORD & QM	Terry Wilkins 71 Fflorens Road, Treowen, Newport, NP1 4DW	01495-244866

REGION 9: LONDON and S. EAST ENGLAND

CHAIRMAN	Ian Tollady 9 Rosecroft Avenue, Hampstead, London, NW3 7QA	0207-794-3410
SECRETARY, EVENT CO-ORD & QM	Fred Little 45 Hillhouse Close, Billericay, Essex, CM12 0BB	01277-658807
REGISTRAR	Bill Ollis 157 Cedar Road, Strood, Kent, ME2 2JR	01634-721502
TREASURER	Peter Wilson 52 Knoll Drive, Southgate, London, N14 5NE	0208-368-0698
N/L DISTRIBUTOR & CORRESPONDENT	John Scott 39 Montrouge Crescent, Epsom Downs, Surrey, KT17 3PB	01737-352025

REGION 10: SOUTH WEST ENGLAND

REGISTRAR, CONTACT, & EVENT CO-ORDINATOR	John Marshman , Primera Sport, 244-248 Charminster Rd., Bournemouth, Dorset BH8 9RR	01202-775588
TREASURER	Paul Woodburn 10 Willowdale Close, Stroud, Petersfield, Hampshire, GU32 3PS	01730-265061
NEWSLETTER DISTRIBUTOR	Tim O'Donnell , 1 Argyle Road, Parkstone, Poole, Dorset BH12 2DR	01202-388505
NEWSLETTER CORRESPONDENT	Trevor Fenwick 50 Methuen Road, Bournemouth, Dorset, BH8 8DN	01202-299249

REGION 11: SCOTLAND

CHAIRMAN/CONTACT	Ken MacDonald , 16 Charnwood Ave, Willow Bank Johnstone	01505-337131
N/L CORR	George Stewart , 472 Main Street, Bonhill, Dumbartonshire	01389-758260
EVENT CO-ORDINATOR	Bob Wilson , 9 Brierie Avenue, Crosslee, Houston	01505-690907
MARKETING	John Wylie , Fourwinds, Edmonstone Drive, Danderhall, Dalkeith	0131-6602969
QUARTERMASTER	George Skinner , 84 Kirkwall Avenue, Blantyre G72 9NX	01698-828469



Newsletter Editor

Ray Minovi,
45 Augusta Road, Moseley, Birmingham B13 8AE
Tel/fax: 0121-449-1347
email: raminminovi@cnews.freemove.co.uk

THE FOOT AND mouth crisis has seriously damaged the health of the racing season. A recent meeting of the Cycle Liaison Group came up with general guidelines. The important points are printed on page 17 of this issue. Unfortunately we need the quiet, off-main-road routes rather more than most other road users, but it's no good whingeing. We know it's not our fault, but cyclists would be well advised to act responsibly and sensitively for the foreseeable future – we shouldn't set out to make enemies.

There's been a good response to my continuing request for material, to the extent that several pieces have had to be held over to the next issue, generally the less topical ones. So don't despair if you don't see your letter, article or poem: it'll turn up sooner or later. Still not much in the way of photos, though.

And lastly, a plea to regional officials: if you change your address or phone number, please let someone know.

Chairman's View

OUR ORGANISATION is run on the basis of autonomous regions. Your local officials are responsible for the administration of regional affairs and there is little that the Executive can do if things start to break down. The last two *Veteran Leaguers* should have reached you in November and January: if you received them late, that is down to your local distribution. Racing Licence blanks for the year 2001 were issued to all regions in September last year, so there should be no hold up in the issue of licences. If things are not working as well as you'd like in your region, then it is up to the members locally to do something about it. All regions are short of volunteers – why not help?

We welcome all contributions from anyone – letters, comments, results, articles, reports, pictures, even abuse as long as it's in the best possible taste. We'd rather have your stuff handwritten than not at all, but if you can type it or supply it on computer disk we're even happier. Word, .rtf, or ASCII are all fine.

**Deadline for next issue:
6 June 2001**

The Veteran Leaguer, Spring 2001

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Corrections and changes

Claverdon Road Race: the date is as in the Handbook, **Sunday 16th April 2001**, not as in the advertisement in the last issue of the Leaguer.

National Criterium Championships: date is as in Handbook, **Saturday 1st September 2001**, not as in the advertisement in the last issue of the Leaguer.

3-Day Tour of the Abberleys is, as we go to press, definitely **ON**. Queries to organiser Chris Singleton, **0121-427-1912**

Solihull CC LVRC Road Race: owing to clashes with other important events, please note that the date for this race has been **changed to Saturday 14th July 2001**. The club promise a sporting course, an excellent prize list, and a warm welcome. Nothing about the weather.

National Committee

Please note that Dave Sinar has withdrawn as Stock Controller. His place has been taken by **Chris Singleton, 23 Barnwood Road, Quinton, Birmingham B32 2LY, tel 0121-427-1912** to whom all enquiries regarding stock should be addressed.

Quiz. Answer to Question 1 in our last quiz should have been Llangollen – Wolverhampton, and not the other way round.

Deadlines & intended publication dates of future issues

Issue	Deadline	Publication
2/2001 Summer	6 June	2 July
3/2001 Autumn	31 August	27 September
4/2001 Winter	10 December	3 Jan 2002
1/2002 Spring	9 March	2 April

Cover Picture

Ron Hewes sets a gruelling pace for (L to R) Dick Naylor, Patrick Schils and Pete Chapman through rural Eastway. Ron ended up winner of the 1999 Leader's White Jersey in Norman Bright's Eastway series. Photo by Amanda Court.

Point of View

Tom McCall

THE RACING SEASON is upon us once more, kicked off by another successful track promotion at the Manchester Velodrome by Alan Edmondson.

The road season will also start soon, spearheaded by the first of many promotions this year at Eastway in East London by Trevor Maddern.

From the detail I read in the last *Leaguer* about training schedules, we should have some fit old boys charging around this year – if the pressure doesn't get to them! Mind you, as a body, the LVRC are able to boast of more reigning world champions than most, which is proof enough that the training and the state of mind are indeed still working in harmony for many of our talented vets.

I'm always interested in other people's training schedules, just from idle curiosity. I know what I need to do to get fit, and I generally try to keep to what I am used to. I train alone most of the time, but I am in touch with local colleagues, and it is good to have company of a similar standard on occasions, not just for the company, but it is also helpful to have an exchange of views. One thing I have become more and more aware of as I have got older, is the need for recovery. I think a lot of vets assume that they are invincible, and ignore the passage of time to their detriment. I firmly believe that training has to be more constructive as you get older, so that it can be sensibly scheduled, and balanced, with allowance for recovery. If not, tiredness will just take over, and proper fitness and optimum performance will not be achieved.

One article in the last *Leaguer* that caught my eye, and is loosely connected to my thought pattern on training, was J.D.Robbins' report on last year's Etape du Tour, and the extreme weather on the Ventoux that caused such chaos. I know the Ventoux well, as it is in the region of France that

I have gone to in March for the last few years for final pre-season training. Although it is not in the immediate vicinity of where I stay, one day is always reserved for my annual pilgrimage to the Giant of Provence.

I ride across country on the small roads, a testing route of about 75 miles one-way, with plenty of climbing over first the Luberon, then the Vaucluse.

I cover some of the route of the Etape over the Cote de Javon, and I then climb the Ventoux from Sault. It is a longer and shallower ascent than the traditional route from Bedoin which is so punishing – anyone who rode in the Etape will testify to its severity. The two roads merge at the Chalet Reynard 6kms from the summit. It is totally exposed from there – just volcanic white rock all the way to the top. This final section is interesting, as the road has normally only just been opened, the surface littered with loose rocks and (usually) banks of snow along one side for the last few kms.

I must be lucky, as the only inhibiting factor is usually the wind that can be very strong early in the year - the name of the mountain comes from this. I have climbed the Ventoux many times from all sides during different times of the year, and I have been blown about by the wind or scorched by the sun, but I have never experienced the type of conditions that were met in the Etape. It must have been an inhospitable place like that, and I take my hat off to all those brave souls who were there on that day. It is a hard enough ride without that.

And just in case you're wondering, I get a lift back, as my other half meets me at the Chalet with the car and some refreshment, after I've been to the summit – that's usually enough for one day! However, it's amazing how you can recover in time for the next day's ride when all you do is ride your bike and rest! 🚲

Executive Committee 2001

Chairman

Peter Ryalls, 11 Devonshire Close, Dronfield, Sheffield S18 1QY **01246-413515**

Secretary

Peter Wilson 52 Knoll Drive, Southgate, London, N14 5NE. **0208-368-0698**

Treasurer

John Flear, 14a Water Lane, North Hykeham, Lincs.,LN6 9QT **01522-687738**

Newsletter Editor & Coaching Secretary

Ray Minovi, 45 Augusta Road, Moseley, Birmingham B13 8AE **Tel/fax: 0121-449-1347**
email: raminminovi@cnews.freemove.co.uk

Registrar

Alan Corbet, 41 Coles Lane, Sutton Coldfield B72 1NH **0121-240-7307**

Stock Controller

Chris Singleton, 23 Barnwood Road, Quinton, Birmingham B32 2LY **0121-427-1912**

Event Co-ordinator

Colin Willetts, 201 Mildenhall Road, Great Barr, Birmingham B42 2PE **0121-358-6768**

Results Co-ordinator

Tom McCall, 1 Norfolk Road, Thornton Heath, London CR7 8ND **0208-768001**

International Racing Secretary

Mick Ives, 78 Mill Hill, Baginton, near Coventry CV8 3AG **02476- 304009 (Thursday-Sunday)**

Plus one representative from each region