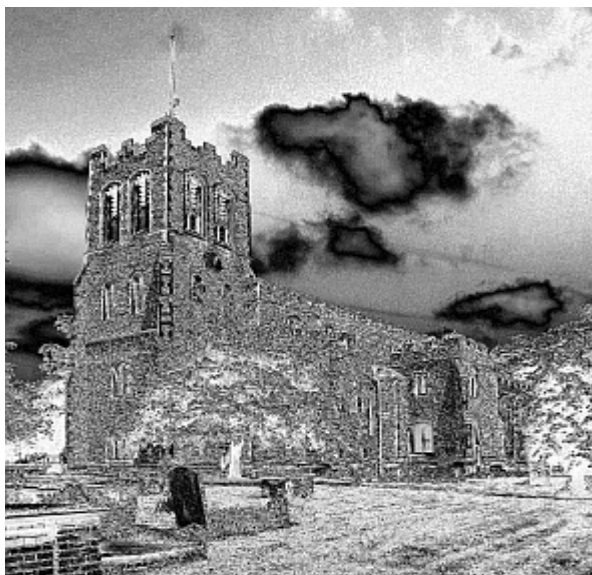


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Spotlight – Magazine of the CTC Essex DA, a local member group of CTC, the national cyclists' organisation

President: Brian Taylor

Volume 5/2010

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Closing date for the November / December 2010 edition is on 15 Sept 2010.
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Editor's foreword

With the Mildenhall Rally over, the summer season nears the end. The weather already starts coming cold and wet every so often.

Before we start with the autumn nostalgic, there are still a few events to get stuck in:

Almost as soon as you get this edition there is the Rough-Stuff on September 12th. Also, in October a series of member group AGMs will take place that culminate in the DA AGM in November, see p. 39 for the announcement.

There is the final episode of the Pennine Cycleway and the event reports of the Strawberry Tea, the Veterans' Triennial and the DA 100-100, which make for interesting reading.

A report about the London Cycle Challenge tells us of the effort to do one's own bit to support the environment.

I am still interested in ride reports other than the ones from the Sunday runs lists. Since I met Peter and David at Mildenhall complaining that they got flooded in Brussels after exporting the rain there from England, I'd like to hear the beginning of their travel story.... Buster, over to you!

I hope that you enjoy this read and the rides in the next few weeks with the weather hopefully keeping as it is at the moment.

Your editor,
Stefan Eichenseher



The President's piece

We are at a very busy time of the year in the cycling calendar and I am pleased to say the weather has shown some improvements. The Vets ride has taken place very successfully organised by Chris Mills and John Davis. I have had many comments saying how good it turned out from cyclists and helpers alike.

The Windmill ride also went well with 36 successful in the 110km and 26 successful in the 210km. The weather was a bit hot, which sapped the energy but most people enjoyed the scenic route and drank plenty of water.

Many thanks to all in the Chelmsford Member Group, who helped out, especially Adrian Leeds, the Chelmsford professional Café owner, who ran the food control at the Victoria C.C. club house in Henham.

I have also been on a tour of East Anglia, which started with the Dunwich Dynamo night ride from London Fields, Stratford, to Dunwich beach in Suffolk. I then went on to Acle, Sheringham, Hunstanton, March, Colsterworth, Thrapston, Hinxworth and finally home. The journey took eight days with only one wet one.

Back to business

The controversial CTC vote, regarding whether we should merge with the CTC Charity certainly, stirred debate through March to May. As with politics, it seems the anti-voice was stirred but not quite enough to vote out the motion to merge (Motion 8) at the CTC AGM in May. However, the motion to revisit the Articles of Association was carried, according to the CTC forum pages of the website.

I have to confess to not understanding this website business at the time of going to press, but I would urge readers to follow the debate at <http://forum.ctc.org.uk/>. It seems head office are in for a bumpy ride.

Take care on the road!

Brian Taylor

Member Groups' Reports

Chelmsford Member Group

11th July: Elmdon - The seven starters included a new face – Keith, whose mountain bike, shod with wide knobbly tyres seemed destined to make heavy work of the trip. It was a warm, breezy morning with the odd fleck of rain, which in the end came to nothing.

Dave Russell and I were the only takers for lunch and so the group split into two separate ways at Elsenham. The route from there took us past the Ugley Chequers, Rickling and Duddenhoe End (the highest point in Essex). The sun won through and we had an increasingly warm climb up to lunch. There was some doubt about the existence of a pub at Elmdon, but with relief we discovered the re-born “Dial” - (closed once and reopened in 2008, I am told) - to be alive and well.

On entering we were immediately engaged in conversation by the jovial landlord, an ex-RAF flight controller. The pub contains a good collection of aircraft memorabilia including a WW1 wooden propeller which is about eight feet across, stamped “1917”, and originally fitted to a bomber. (information courtesy of the said landlord). On the day in question a fly-past of WW2 fighters commemorating the 70th anniversary of the Battle of Britain was due to happen. “25 Spitfires”, we were told, would be taking off from nearby Duxford at 15:15 and we were encouraged to remain onsite to witness it. Good marketing ploy! The pork baguette with apple sauce contained roughly as much meat as the average Sunday roast and accompanied by a dressed salad and home-made crisps it was substantial, if not exactly cheap.

Threeses at the “Tea Tree” was gained via Newport, Widdington and the rocky unmetalled track past the radio mast to Sucksted, thence on to Little Easton. After Dunmow, we took the usual route home. **Adrian Leeds**

8th August 2010: Copford - A fine summer's morning. Six of us set off on a ride to meet up with the DA 40-40 at “The Alma”, Copford. The past 48 hours of intermittent heavy rains had damped down the woodlands and cooled the air sufficiently for the faintest whiff of autumn to be smelt on the way to 11ses at “Perrywoods”. During the final climb towards Tiptree we met Mr Penny and the 40-mile riders coming the other way as they swept down at speed towards Wickham Bishops.

At “Perrywoods” we joined Margaret and John Davis and Dave Healey. A few turned back from there to repair their chimneys etc., and the remainder then followed a gently circuitous route via the Hall and Church into Copford Green after running the gauntlet of the dreaded loose chippings between Inworth and Messing. At Lunch, Beryl and Dave were there to greet us and eventually the rest of the 40-40 riders arrived in dribs and drabs. (Their arrival seemed to drastically slow down the catering operation). We decided on Maldon Tesco for threeses after which Dave Russell led us along a winding rural track, eventually emerging at Langford. From there, we rode home via Ulting and Danbury making a day’s ride of 59 miles according to my “Cateye”.

Adrian Leeds

15th August – This Sunday was a windy but pleasant day in a period of unsettled weather. The destination was “Temeraire”, a Wetherspoon’s hostelry in Saffron Walden.

Seven riders left Chelmsford and were soon fighting a strong wind to Felsted, Stebbing and Lindsell; and I was glad to see the spire of Thaxted church appear over the wheat fields.

In Thaxted, “Poppy’s Tea Room” was welcoming as usual with their trademark leaf tea and tea strainers on the table. There’s posh! Pete Tibbetts was in the “Tea Room” when we arrived, paying us a quick visit before returning to Cambridgeshire.

With two returning home, now five of us travelled via Debden to Saffron Walden, where Ruddles bitter was £1.65 and various other brews were £2 a pint.

After lunch we retraced to Debden Green and turned to Hamperdon End. At Suckstead Green, the old signpost, which is in a really rustic spot, indicates “34 miles to Bury-S-Edmunds” and I always wonder why?

Tea was taken leisurely at the “Tea Tree” tea room in Dunmow, where Eric was faced with a decision whether to eat a giant muffin or resist. But with healthy eating abandoned he enjoyed his chocolate muffin.

With the wind at last helping, we arrived in Chelmsford at five o’clock.

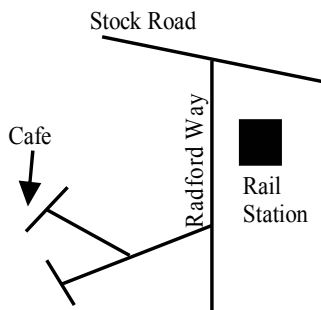
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Havering Member Group

June 6th - A lovely warm, though overcast morning saw Brian, Stuart and Steve, who was without his bike and had just come out to talk about pedals! So it was just a twosome that took a Softees spin around the Lanes, before heading for home and their Sunday lunch. **E.C. Ryder**

June 13th - Another overcast morning saw Alex, Barrie, Brian, Gordon, Jeff and Stuart with his mate Nick out on this 'Easy with Brian Ride'. They first bumped into the Thurrock Cycle Charity riders in Fen Lane, then in Dunton they met the Boot Sale traffic. Then after 11ses in Lake Meadows they bumped into the Orchid Charity riders. Our lunch stop was in "The Crown" in Ingatestone, where the DA Easy Riders were already installed and tucking into there lunch. I guess we weren't so lucky with our food, as we sat outside in the beer garden. After a long wait our food arrived with dirty cutlery, and young Stuart had a bit of mould on his beef burger! The Group decision was that they are not coming here again! Their route home took them under the A12 and through the most expensive village in Essex, Fryerning, then Doddington to Coxtie Green. The climb up South Wealds saw their leader walking again and he walked straight into the Visitor's Centre for much needed coffee, whilst the rest said their goodbyes and headed for home. Mileage, around the 48 mark. **E.C. Ryder**

June 20th - Another overcast and a rather chilly start for this Softees Ride which saw Brian, Gordon, Kelvin, Jeff, Stuart, Steve and new rider Mark from Gidea Park. The group set off but didn't get far, when Jeff suddenly realised why his head felt so cold. He had left his helmet on the seat outside Roomes. Luckily, it was still there when he when back for it. The group headed out towards North Ockendon, and just before West Horndon Kelvin turned his wheels towards home leaving the rest to continue over the Halfway House roundabout to reach Thorndon Country Park. They decided not to stop at the café because of the normal noisy barbecue people. So they took a short ride to the other side of the park's Visitor's Centre for a cuppa and natter. Their route back to Upminster was down Bird Lane and Warley Street to St. Mary's Lane. **E.C. Ryder**

July 4th - I Arrived at Roomes Stores at 9.40am and waited in vain for any other "Softees" riders. Then at 10am I realised that no-one else was going to turn up so I headed off round the lanes in the sunshine. As I was the only "Softee", I decided to head for our most popular

destination, good old Langdon Hills. I admired some horses and a young foal in a field on the way, then cycled on through Bulphan village, where the people of the village were tending all the plants in the village. The sign said that they have been awarded a Gold Award from the Royal Horticultural Society. Once at the visitor centre at Langdon Hills I sat outside for a while drinking tea and chatting to a walker. I then set off for a home with the breeze against me but welcoming it as it kept me cool. I found that I was enjoying my solitary ride and for some strange reason felt fitter when I got home than when I had started out. **Phyllis**

Gregory

Meanwhile, Tony Parkins led himself to the Strawberry Tea.

July 11th - Les, Gordon, Barrie and myself turned up for today's ride to North Fambridge at the earlier time of 9am. Note that Brian our usual leader was not there, as he has recently stepped down from the club. This meant that we had to navigate ourselves rather than use his extensive knowledge of Essex.

The route was rather hilly with a headwind as well for good measure. So by the time we reached the pub for lunch we were rather hungry indeed! After a short break and look at the river, we headed home by a different route to avoid a large hill, which led us down a very busy A-road and about a 10 mile detour! But we soon found our way back to the quiet country lanes and home to Upminster clocking up 70 miles. A big thanks must go to Barrie and his map reading skills. **Stuart Layzell**

July 25th - Seven riders set at 8 o'clock. Regulars' members were Les, Jeffrey, Stuart and Gordon. We were joined by brothers Patrick, James and James's son Ed.

Fortunately, Barrie had safely navigated us to North Fambridge a fortnight earlier so we simply retraced the same route as far as Cold Norton. Here we continued on the B1018 through Latchingdon, Maryland, Steeple and finally Bradwell-on-Sea. To visit St Peter's Chapel we rode along a stony path for half a mile to very remote spot on the east coast. The Chapel stands on the edge of coast surrounded by open fields with views out to the estuary.

After a 30 minute stay to look inside the Chapel, we cycled back to the village pub (Sorry, I have forgot it's name, only to add the food was good but the service was ridiculously slow - 3 riders waited 45 mins for

their lunch). Finally, all nicely fed we headed south to Tillingham, then Asheldham, which gave us a different route back to Latchingdon. At Cold Norton we headed for Cock Clarks, Bicknacre then Stock and Billericay. From Billericay we retraced our outward journey. All riders were recording in excess of 90 miles with Stuart reaching 101 miles. My computer showed we had cycled for 7hrs at an average speed of 13mph. I think a good night's sleep was had by all. **Gordon Peel**

South East Essex Member Group

30th May - Sue and I drove over to Purleigh to meet the group at lunch, as we had only been home a couple of days from South Africa. And as we were getting ready for our drive down to the Dordogne for a couple of weeks, I thought I would save my energy and not cycle. **J. Steer**

6th June - Since Southend Borough Council has £6.4 million to invest in Cycling; I thought it was time that South East Essex Group tested the new Southend Seafront Cycle lane. My problem was to establish the least unpleasant route for the group from start at Wickford to reach the seafront at the Chalkwell Shelter. There are a number of alternatives including whether to ride up London Hill in Rayleigh or Crown Hill, whether to use the A127 cycle track or the Eastwood Road. The decisions were too much for me, so I consulted Ken and Den who each had decades of experience of cycling into Southend. Great wisdom was imparted in a smoke filled room (steam from mugs of tea actually) and incorporated in my Rochford Beehive via Southend Seafront route, which I loaded on to my faithful Garmin (available for downloading from CWs website: <http://www.velocipede.org.uk>).

At last the opportunity came to lead a group of 12 SEGs on one cloudy and humid June morning with thundershowers threatening. The group included Dave on his fully enclosed trike, with which he negotiated narrow paths and car blocking posts with surprising agility. London Hill was climbed by everyone without complaint (much easier at the beginning of a ride). The Fairway was the most unpleasant road as the frequent keep left bollards made it very difficult for car drivers to overtake and one impatient driver passed a bollard on the wrong side. The Southend Seafront Cycle track was of some benefit and would be much improved if they could join up the two ends either side of the Kursaal. Anyway, I believe everyone enjoyed the morning we only lost one rider (Brian P with a dropped chain) when we arrived at the Beehive at 11.30. **Peter Wotherspoon**

Continued on page 14

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20th June - Ian M met Ian C & Charlotte V at Cuckoo Corner for the ride to Wickford, where we set off in a group of thirteen riders to Margareting. Ian M had arranged to meet Ken W in Stock and Charlotte V came along as well. But we somehow missed each other and proceeded on to elevenses, where we found him tucking into tea and toast with Margaret and Andy. Soon after the remaining riders appeared and we were all tucking into toasted teacakes, breakfasts and drinks served by the staff at "The Saddlery" cafe. Charlotte was very impressed with the mug that came with her drink, as it had cats all over it and she had a *purrfect* cup of tea. As it was Father's Day, nobody went on and we were back home in the early afternoon.

23rd June - 7 SEG's plus 2 of their friends rode the sea wall to the "Barge Gladys" on Wednesday evening of Bike Week. They were joined by a friend of Raoul's at the Barge before returning home before it got too dark. Unfortunately there wasn't the same support as last year for the event. S-o-S council's Bikeability Group had promised to turn up but, alas, they never appeared.

27th June - The George Welch was another example of both bad advertising and very low support for the last day of Bike Week. Or was it that England was playing later in the day? Some excuse plus it was a very hot day again.

4th July - Peter H led the ride this morning and confused some of the riders by going out to Rawreth before turning towards Battlesbridge. As we came to Creephedge Lane, Lynda said she was going straight up the lane while Peter wanted to turn right into Workhouse Lane. Needless to say the group split into two. The two groups came back together again as they came out of Cock Clarks and headed for the lower road below Purleigh arriving before the third group that had taken a longer route. 10 went on to lunch via Maldon Park. As we came out from the park, we were confronted by many Hells Angels on their motorbikes blocking the road out from the Promenade and beyond. When we arrived at "The Green Man" we found that the Landlord had reserved two tables in the garden for us. The ride back to Wickford had the group splitting again and then reforming once again at Battlesbridge.

J Steer

4th July - Ian M & John S left Shoeburyness at 8am, this time without Charlotte V, who had a poor foot, or Ian C, who was cycling in Moldova

with Brain P and Martin P. A large group had gathered at Wickford in anticipation of a pleasant day's cycling in the Essex countryside and we were soon heading off in two groups to "The Roundbush" cafe. We met Andy, Margaret and Dave B there and decided to sit outside, as it was such a warm day. Afterwards about 12 riders went on to lunch at "The Green Man" pub in Great Braxted. In Maldon we went via the park, which was heaving with people enjoying the sunshine and was it a bit tricky cycling past them. We also encountered a Hell's Angel's motorbike rally along the quayside and were amazed at the gleaming machines proudly being displayed by their owners.

As the main road up to Beacon Hill was quite busy and narrow in places, some of us decided to stay well back from the main group to allow motorists to pass by more easily. As a result, Peter H missed the turn and carried on merrily down the hill before realising his mistake. Ian M, John S & Mike C who were bringing up the rear, got to the pub first and were soon tucking into sandwiches and ales when Peter arrived with his group. We returned via Wickham Bishops, but unfortunately became separated when the back markers missed a turn and we only eventually caught up with them at Battlesbridge. Ian M, John S & Mike C went via Ulting, Hoe Mill Lock to Woodham Mortimer and onto Rettendon, where we stopped at the café in the BJN garden centre for tea and scones. Ian M & John S parted company with the others to ride back to Shoeburyness via Hulbridge and Rochford arriving at "The Rose Inn", Great Wakering for a refreshing pint of cider before getting home at 6pm after another day's cycling. **I. Mather**

11th July - Peter H led one group this morning while I led the other. Only, my group for some reason had 17 riders in it and Peter's only 3. My group was in two groups leaving a gap for the oils to pass. Our arrival at "Bringey Pine" nearly filled the cafe. The ride out to "The Compass" at Little Green went without anyone melting away in the heat. Our biggest complaint was the very small salad and the twice-cooked jacket potatoes. Maybe we will perhaps all have a Huffer next time.

18th July - 100k & 100m events: I ended up missing them, as I had promised to meet a new rider to our group and introduce her to one of our Sunday riders. As it turned out, we had two new lady riders out along with other members of our group that didn't wish to ride the 100k or the 100 mile events. The two new riders rode with great strength and determination out to 11ses and back to Wickford covering about 32

miles, a personal best for both of them I was told. Well done to you both! Only three of us stopped for lunch at "The Nag's Head" and sat outside enjoying the sun a sandwich and a couple of drinks. **J Steer**

25th July - It was a grey and rainy day as John S and I set off from Shoeburyness and after trouble with John's cleats (he had lost the adjusting screws to both sides of his left pedal) we arrived wet and fed up at Wickford for the day's cycle ride. 14 set off from Wickford including a new rider from the week before; so we hadn't scared her off. The route was nice and pleasant and we finally arrived at "The Roundbush" for elevenses, where we were joined by Margaret and Andy lots of confusion over cups of tea being given out and I think we may have driven the staff mad. After elevenses we set off for lunch along with Margaret and Andy. It wasn't a long ride, but it had a few small hills, which may well have worked off our elevenses. Before we arrived at lunch Colin B decided to teach us why it's not a good idea to pick up a water bottle off the floor while cycling and still clipped into the pedals (he fell off). Lunch was at "The Sportsman" pub in Nounsley where the conversation consisted of knickerless cycling for women - hmm! - a fetishes involving rubber gloves and salmonella. It's a wonder we managed to actually eat anything after all that. Dave Walton surprised many of us when he actually ordered something for lunch, as he doesn't usually eat anything at lunch time. We found out that he had hit the wall the week before, so we think he has learnt a valuable lesson now in refuelling. On the way back John C decided to take up swimming, when he cycled through a ford fast and promptly fell off. Lynda C was more concerned about the bike, as everybody else had taken the easy way round on the bridge. When we set off again, Lynda and John had been persuaded to take the long way home and come to Battlesbridge with us (to delay an argument I think). A nice day of cycling once again.

1st August – Only John S and I cycled in from Shoeburyness, as Ian C was working again. Nice and quiet without him. We arrived at Wickford to find Julia had returned for another day of cycling after last week being out all-day and feeling shattered. Another new cyclist turned up from just down the road so he could get in some practice for the End-to-End ride he is going to do in September. We set off at an easy pace and at Hanningfield we had to stop and wait for Martin who finally turned up with a small bike wheel strapped to his bike.

Continued on page 14

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Forthcoming Events



Organisers: please advise me of what you wish to be included

Date	Event	Organiser
12 Sep	[DA] Roughstuff (Grid ref: 639012) £3	Brian Taylor
10 Oct	[MG] Havering Group AGM, 11.00 am The Visitors' Centre, Belhus Woods Country Park, Romford Road, Aveley, RM15 4XJ,	David Rowlands
14 Oct	[MG] AGM, 8 pm Chelmer Club Hut	Adrian Leeds
22 Oct	[MG] South East Group AGM, St Laurence Church Hall, 8.00 pm	John Steer
14 Nov	[DA] Essex DA AGM, 10:30 at the Chelmer Club hut, Meteor Way, OS167, TL698067	Brian Taylor

If not stated, please see the Impressum (p. 4) for organisers' contacts.

Easy Rider Meets



Dates	Pub	Destination
12 September	Three Compasses	West Hanningfield
10 October	Three Compasses	West Hanningfield
14 November	Brewers Arms	Bicknacre

Easy Rider Lunch Meets - for details contact Pete Moore 01245 263165

Chelmsford Member Group – Runs List



Secretary: Adrian Leeds

4 Oaklands Crescent, Chelmsford CM2 9PR, ☎ 01245 260272

Runs Secretary: Dave Russell

7 Willows Crescent, Hatfield Peverel, ☎ 01245 381055

Rides Start: Sundays: Civic Theatre, Fairfield Road 9am for 9.15am

All day rides start **9.15am**

For Tuesday evening destinations

call Peter Moore ☎ 01245 263165 or Dave Russell ☎ 01245 381055

Date	Destination	11ses	Leader
12-Sep	[DA] Roughstuff	Contact: Brian Taylor	
OR	Mill Green	Stondon Massey	TBA on Day
19-Sep	Cornish Hall End	Rayne	D Russell
26-Sep	Lavernham	Aldham (Mill Race)	A Leeds
3-Oct	Widdington	Blue Egg, Bardfield	D Russell
		Dutch Nursery	
10-Oct	Bures	Cogeshall	A Leeds
14-Oct	[MG] AGM, 8 pm Chelmer Club Hut		A Leeds
17-Oct	Manuden	Tea Tree, Dunmow	J&B Taylor
		Barnes Plants,	
24-Oct	Little Horkesley	Copford	A Leeds
31-Oct	Lamarsh (The Lion)	Stisted	D Russell
7-Nov	Debden	Andrewsfield	A Leeds
14-Nov	[DA] AGM, 10.30 am, Chelmer Club Hut		
21-Nov	Gt Sampford	Raine Station	D Russell

Colchester Member Group – Runs List



Secretary: Alan Palmer
☎ 01206 792929, mob 07939 395067 or
alanpalmer@phonecoop.coop

A gentle, mostly traffic-free ride: <i>Cycling Back to Health</i>	11am Wednesday's , by Skatepark at Leisure World, Colchester	Led by Richard Monk.
Around 5 miles distance, taking somewhere between an hour and two. We stop for refreshments somewhere half-way.		

This is a faster-paced ride for more experienced cyclists: <i>The Pete Finch Thursday Night Ride</i>	7.15pm by Tenpin, Colchester	It must be mentioned this is run by the SUFFOLK DA:
Distance usually upwards of 15 miles at a steady pace. The destination is always a pub in one of the surrounding villages and cyclists make their own way home (there will always be someone to cycle with, however).		

Members are welcome to attend *Bike Drinks*, for all local cyclists, held on the second Tuesday of the month, 8pm at “The Bricklayer’s” (CO4 5AA)



The Bricklayer's, Colchester

Haverling Member Group – Runs List



Secretary: Dave Rowlands

43 Limbourne Avenue, RM8 1HU

☎ 020 8491 3209 or david.rowlands673@ntlworld.com

Memberships Secretary: Phyllis Gregory ☎ 017085 58221

phylmay@talktalk.net

Runs Start: Roomes (Home & Fashion) Store, Station Road, Upminster

All rides meet 09.15 for 09.30 start unless otherwise stated

Softees Rides: Meet 09.45 for 10.00 start

Date	Destination
Sep 12 th	[DA] Roughstuff
OR	Softees Ride
Sept 19 th	Easy ride
Sept 26 th	Softees Ride
Oct 3 rd	Hoo Peninsula (Kent) (09:00 start)
Oct 10 th	[MG] Haverling Group AGM, 11.30 am (See forthcoming events)
Oct 17 th	Bicknacre
Oct 24 th	Softees Ride
Oct 31 st	Matching Tye
Nov 7 th	Softees Ride
Nov 14 th	[DA] AGM, 10.30 am, Chelmer Club Hut (See forthcoming events)

The leader will either be decided on the morning.

The Haverling local website is no longer available.

South East Essex Member Group – Runs List



Secretary: John Steer

☎ 01702 309958 – e-mail jonsue@blueyonder.co.uk

Runs start: from the Market Café in Woodlands Road, Wickford SS12 0AL,
Sundays at 9.30am, unless otherwise stated.

Club Nights are the 2nd & 4th Fridays of the Month

@ St Laurence & All Saints Church Hall,
Eastwoodbury Lane, Eastwood

Date	Elevenes	Destination for Lunch
September		
12 th	[DA] Rough Stuff (Mill Green)	Brian Taylor 01277 657867
OR	Writtle (Garden Tea Rooms)	Felstead (The Chequers)
19 th	Lake Meadows (Café in the Park)	Ongar (Cock Tavern)
26 th	Norton Heath (Café)	Pleshey (Leather Bottle)
October		
3 rd	Billericay (Lake Meadows Café)	Mill Green (Cricketers)
OR	[MG] Viking Trail - Isle Thanet	Contact John Steer as above
10 th	Maldon (Morrisons)	Messing (The Old Crown Inn)
17 th	Ingatestone (Grd Cntr)	Bicknacre (Brewers Arms)
22 nd	[MG] South East Group AGM, St Laurence Church Hall, 8.00 pm	
24 th	Bunsay Downs (Golf Club)	Tolleshunt D'Arcy (The Queens Head)
31 st	Grt Baddow (Bringey Pine)	Heybridge Basin (Old Ship)
November		
7 th	Eastwood (Woody's Café)	Wakering (Red Lion)
14 th	[DA] AGM, 10.30 am, Chelmer Club Hut	
OR	Brentwood (King George playing field's Café)	Newney Green (The Duck)
21 st	Margaretting (Saddlery Café)	Danbury (Cricketers)
28 th	Round Bush (Café)	Nounsley (Sportsman)
OR	[MG] London Ride	Contact John Steer as above

Also a member's website with other cycling information about the group with GPX and TrackLogs (TCX) files provided: www.velocipede.org.uk.

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ANNUAL TRAINING CAMPS

February, March, April and September

What else will he pick up we wonder. Apparently it's for a project he is doing, so we shall wait to see his creation in due course. "Bunsay Downs" was great as usual except that John S had ordered the last toasted tea cake (which he never got, as it had been sold to Ian M). How does he order so quickly? - Answers on a postcard please. Lynda got stroppy with the moody chef, as they had run out of teacakes, even though she had ordered and paid for one. So she had to make do with toast and jam. Only 6 of us carried onto lunch at Kelvedon, which was very nice and cosy, as it was good to get out of the short shower we had on entering Kelvedon. A bit of a trek to get back for afternoon tea and maybe bit of delay, as I was chatting to the new guy and was a bit behind - oops. But we met up with Ian C on the way back, as he came to join us. We ended up taking 3ses at "Tropical Wings", as there wasn't enough time to get to Battlesbridge. We set off back home and got back with 80 miles on the clock and a nice glass of wine at the end.

C Volke

8th August: 40 Mile Event from Copford Green - It was a bit late in starting for some of us as Charlotte and I were held up on the A12 because of a car fire. Never mind, we got to the start and left with Lynda & John C along with the organiser Brian P.

We hadn't gone far (about 3 3/4 miles) when Charlotte wanted the loo. We stopped outside "The Old Crown Pub" in Messing, but it was shut. So Brian asked a young man, if she could use his loo in his house (her luck was in). His wife even asked, if any of us needed water top ups - what nice people. After a few more miles we caught up to the Colchester group plodding along and rode straight passed them. A couple of miles down the road I said that I think we should wait for them to give them some encouragement. So we stopped at a newly opened Sunday café. This was their second Sunday of being open, although they are open during the week, after refreshments and the usual loo stop we set off for Rowhedge and lunch.

Along the way I had two (SMDS) on perfectly straight bits of road. One of which stopped to ask me, why I shook my fist at him. I told him that he needed new glasses in a very polite manner (of course, as all cyclists up and down the country do). To which he called me a few Latin names, I think? Then he raced off at speed. After that our day went perfect, as some would say. Well, I did lose Charlotte in the last 5 miles of the course and John C brought her back in. The Colchester Group was still at the Alma having just finished their lunch along with Brian P.

Much discussion was had about how to run a cycling group or how to run a cycling campaign group. My verdict: Before you can have a cycling campaign group you have to have a cycling group that is seen out every week around the town and surrounding area. Then you can start to put pressure on the local authority, because you have a group that cycles all over the area not just from home to work or along a Sustrans Route - you are seen to be a body of cyclists and not an individual.

15th August - I'm glad that I waited until today to write up the runs reports for the SEG's, as it was a good day for some of us in that it was the longest ride that we have done all year, I had 97 miles on the clock (but it could have been 99, as I needed to switch on my speedo after about 2 miles into the ride from 11ses. Did it record the miles that I missed? On the ride out to Andrewsfield I made a couple of detours rightly or wrongly they put about 12-15 miles onto our ride. So was it the ride that counted for the mistakes. We had a new rider join us this morning for the ride to 11ses. That makes 4 new riders in the last month. I can't help but think that my members are doing something right by attracting these new riders. **J Steer**

The Rough Stuff - 12th September

by Brian Taylor

Our ex-cyclo-cross champion Steve Gregson has ridden the route and corrected a couple of minor points on the route sheet. So 30 miles of wonderful Essex countryside with a bit of sunshine should be very nice. It is not a race and you can drink in the Viper at the end. Please support this event.

Talking of events, we need to plan the program for 2011. If you have any thoughts or ideas, please speak to your secretary.

Mea Culpa

In my article about milestones in the previous issue I transposed the milestones on the old Maldon/London road; it should have said that the 26 mile stone was at Whites Bridge and the 28 at Great Baddow.
Charles C.

The Pennine Cycleway - day 4 to day 6

by Ken Rickwood

Day 7

Leaving Once Brewed there is a long isolated section of 20 miles or so through Wark Forest before descending into Bellingham. This morning it was misty as we crossed Hadrian's Wall and made our way along Route 68 to Wark Forest. The mist lifted as we left the surfaced road onto the undulating forest tracks. Here we had our only puncture of the tour, a remarkable record and commendation to Schalbe Marathon tyres. We arrived in Bellingham at 11.30 where the only cafe was in the library; here we had tea and beans on toast served by a waitress of a certain



Dave and Derek mending a puncture in Wark Forest

age who could not believe Mel's 40+ shirt. As this was the only town on the days route and we planned to self-cater in the evening we bought provisions. We then left Route 68 and set out along the river North Tyne to Kielder. Just before the reservoir we stopped for tea at the old school in the village of Falston. From here there is a well-engineered road that follows the reservoir for the ten miles to Kielder. We had traveled 40 miles by the time that we arrived at 4 o'clock, in time to look around Kielder Castle. This was built as a hunting lodge by the Duke of Northumberland and now houses a museum and cafe. During the evening three of us sat back while Derek prepared our evening meal of Salmon steaks, cauliflower, broccoli and new potatoes, followed by strawberries and yogurt.

Day 8

Enquiries revealed that the state of the mountain road and the days military activity made it unwise to choose the forest route to Otterburn, so we retraced our route along the side of the reservoir to Lanehead and then over the moors on minor roads. It was a glorious day, and what little wind there was behind us which all made for a splendid mornings ride to finish with tea and eats at Otterburn Mill. A few miles

further on, we rejoined Route 68 at Elsdon and entered the Northumberland National Park. We then followed the Coquet valley to



Dave off-road in the Cheviots

Alwinton where we took more refreshment in the Clennell Hall Hotel before setting out on the day's off-road ride. Just after leaving the hotel we met a couple on a tandem traveling from Wooler: they were ecstatic about Route 68 and encouraged us to follow it all the way, and to finish with fish and chips in Wooler. Route 68 is well signed along a selection of lanes and

tracks that take a fairly direct route to Alnham. From here there is choice of route, we had heard that a bridge was down on the road route and rather than make a long road diversion we would opt for the short route over Wether Hill. This turned out to be unridable for the first mile or so but then became a grass track with spectacular views in all directions, which made it all worthwhile. After a further couple of miles of track we arrived at the Ingram visitor centre just as it was about to close. But the warden obligingly sold us some drinks before shutting up shop. The road from here to Wooler involved several more short sections of rough track and deep fords, all of which had foot bridges. By the time we arrived in Wooler we had covered 58 miles and was one of the best days cycling I have ever had. We stayed at The Black Bull and had an evening meal of fish and chips at the recommended chippy a few doors away.

Day 9

As two of us had a train to catch at midday we decided on the direct route to Berwick. The road soon rose up onto Doddington Moor which gave us a final view of the Cheviots. The undulating road soon took us to the Oxford Tea Rooms where we all had tea and scones before completing the final few miles into Berwick-upon-Tweed. I would thoroughly recommend the Pennine Cycleway as a challenging long distance route. There are alternatives for those who prefer to stick to tarmac and put in a few extra miles. But personally I liked the off road sections which even in less than ideal could be ridden on a fully laden touring cycle and provided the most exhilarating cycling and the most spectacular views.

This were the last entries or the Pennine Cycleway diaries. Many thanks to Ken Rickwood for his description of this trip.

Report of the Triennial Veterans' Ride

by John Davis

So the 20th June finally dawned. A somewhat overcast day, at odds with the hot sunny weather we were coming to assume as our birthright. Not that it was cold at 23 degrees C or so, but pleasantly cooler. So much for the weather report...

Of the 72 entries, 68 starters got away from St. John's Hall, Mountnessing in 6 groups led by a mix of entrant and non-entrant leaders and back markers. This didn't all happen by chance. For more years than I can readily recall, Dot Sharp has been the organiser and it has been assumed that "Dot's in charge" is confirmation that the event will run like clockwork (if you can remember what that was).

As one of the two chief honchos, the other was Chris Mills, we started out knowing that we had a difficult act to follow. My fear was that for difficult read impossible. However, Dot had left behind her files for previous years that served as blueprints for 2010. It was agreed that I should book the halls (St. John's for the start/finish and Aythorpe Roding for the meal stops - similar to many past Tri-Vets events).

The plan of a clover-leaf course, based at Aythorpe, was originally devised by past president Eddie Engle and is such a good system that it has survived to the present day ... and there is no point fixing something that ain't broke. However, the change in the start/finish venue brought about by the non availability of previously used halls led to some route measuring revisions which Chris and I managed between us, each of us checking out the other's amended routes. We all know of course that Tri-Vets events are as much about sociability as it is about riding 100 miles. And the central pivot of sociability is mealtimes. I am willing to wager that if any rider of an Essex Tri-Vets event was asked to state what they considered the most memorable part of the day they would almost without dissent say "the food!" This year we had to look for new caterers, since Mrs. Livings (Clarks Caterers) had retired and declined to quote us. Disaster loomed. Fortunately a solution was at hand. An early meeting of the organising committee was attended by two ladies

(guardian angels more like) in the form of Margaret Mills and Ann Thorogood who took the catering commitment under their wings. At the event we were presented with a menu that has never been bettered and in very satisfying quantities too. As far as I was concerned the food appeared as if by magic.

All 68 starters returned to St John' Hall to complete their ride successfully and receive their certificates. This year we made two special awards. There was the usual small salver given to the oldest Essex rider, which went to Frank Brown, who was 76, and for the first time a similar award went to the oldest rider overall who was Peter Price who was 83.

The credits go to the following members and friends in no particular order for their help on the day.

At the start and finish: Sarah Craig, Peter Moore, Margaret Davis, Iris Smith and Janet White; at Aythorp Roding: Margaret Mills. Ann Thorogood, Margaret Davis, Iris Smith, Janet White, Mrs Snowling, Martin Cockersole. There were several other helpers whose names unfortunately I can't recall. Thank you all.

We also owe out thanks to many Essex members who acted as group leaders and back markers and well as being entrants in the event. Brian Taylor and Stefan Eichenseher filled gaps in the tally of group leaders but were not entered in the event, and it was Brian Penny who stood in at the very last moment.

We received many e-mails congratulating us on our organisation, routes and particularly the food arrangements.

Although my name went forward to Head Office as organiser the majority of the work was done by Chris Mills due to his expertise with the computer. My greatest input was to delegate most of the jobs to other people (clever or what?) In the end it was a great team effort that won the day. Since my commitment on the day precluded my taking part in the event, Maggie and I rode on our tandem trike in the Northants Event on the previous Saturday - successfully I am able to report. NB, Northamptonshire is not flat!

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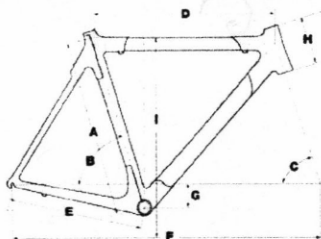
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Cycling the London Cycle Challenge – in Essex

by Neil Comport

In June I took up an invitation from a work colleague to join an office team – the FG Pedallers - taking part in the month-long London Cycle Challenge. The Challenge, run by Transport for London, involved teams of people competing against each other to ride the maximum number of miles. Participants rode as individuals, either in or outside London and collectively logged their personal mileage online for each ride. These miles earned points for the team.

I initially wondered whether I'd bitten off more than I can chew. I used to ride regularly with the Brentwood member Group and the Tandem Club and, occasionally, with Mum and Dad on Veteran Cycle Club runs but that was all a very long time ago. My cycling is now chiefly confined to short local rides on occasional Sundays and these are subject to other family commitments. The family were however quick to offer their support and encouragement (perhaps sensing they could get rid of me for a couple of hours!); so there seemed no going back.

I was already taking the first week of June off as leave, so any rides had to be arranged around days out. I began with some short (5 – 10 miles) rides around the local lanes between home (in Galleywood), Great Baddow and West Hanningfield and followed these up with a couple of longer rides, one to Blackmore and the other, following an orbital route around Chelmsford taking in Writtle, the Chignalls and the Walthams, Boreham and the Baddows. In a moment of madness on the return leg, I revisited Graces Walk, not having ridden it for a great many years. Unfortunately I'd not bargained for the effect of heavy rain the previous night which made the going a little more ...er... challenging. I'd never been a big fan of rough-stuff and while Graces Walk is relatively easy going - as rough stuff goes - I still needed to spend the afternoon cleaning the mud off me and my bike!

By the end of the first week the 11 member-strong FG Pedallers were sitting in 77th place out of 119 teams in the 11 to 50 team-members category and, somewhat unexpectedly, I was in first place in the team having ridden 110 miles and scoring 170 points. Only a point separated me from my second placed colleague so I didn't expect to keep my first place for very long.

Into week 2 and I was back at work. I kept my mileage up after work each day by doing five mile circuits around what had become my local well-wheeled route. This mileage doubled on Friday as I generally work from home on Fridays and could go out for a bit longer after logging off for the day. On Saturday I suffered the inevitable (but thankfully only) mechanical mishap. After returning from Blackmore, I foolishly opted to climb Galleywood Hill (if you're a cyclist living in Galleywood, you soon learn to plan your rides so that you **avoid** climbing the hill wherever possible!). I'd changed down to my rarely-used lowest gear but after recovering to a 'normal' gear at the top of the hill, my chain came off the rear gear sprocket and jammed between it and the frame. Fortunately, this happened within half a mile or so from home, so I could coast/walk the remaining distance. There were, thankfully, no such mechanical disasters on Sunday when I completed my longest ride to date – 35 miles to Cold Norton and Stow Maries. There was a downside though – my hay-fever struck with a vengeance. Made a mental note for future rides: carry more tissues!

By the end of week 2 and half-way point of the Challenge I was still holding 1st place in the team, having notched up 199 miles and 249 points and by a margin of 80 points. Collectively we had ridden 714 miles but had dropped in to 118th place out of 139 teams. Could we recover and climb back up the table? [*To be continued.*]

The DA 100 - 100



Derek came round just to take some pictures of the small group at the start.

by Stefan Eichenseher

A dry, sunny and not too cold day invited 12 riders to take part in the DA 100 -100 Reliability Ride starting from Lake Meadows Café in Billericay.

Of the 11, who took the 100km route, 2 intended to complete within 5 hours, the others took a

leisurely 6 hours.

Chris Woodhouse decided at last minute not to do the 100miles as there was no one to go with him. Having made up his mind, he still wouldn't change, after a late arrival entered for the 100 mile route.

Once the group of riders mainly from the Chelmsford and the South East member group had left, Rachael and I joined Derek for a short ride to Norton Heath for breakfast.

On return to Billericay I was just parking my bike next to the car, when at the anticipated time for the first riders to come back, I was signing in John Rootkin. When I went up to the Lake Meadows Café a little later Martin Cockersole made me aware that he had completed already half an hour earlier. I have to admit that I spotted a rider with a yellow jacket passing through the entrance, but didn't catch his face in time.

All riders of the 100km distance came home well enough within their intended time. Since the rider of the 100 miles distance would take another 3-4 hours, this prompted Rachael and me to have another ride.

However, I received a phone call from Robert at about 4pm telling me that he got lost in Maldon. Upon this I was rather confused, as I did check the route at this end to ensure the instructions were clear.

It was a pity that Robert then decided to quit, as he was from the Surrey Road CC, and therefore would have been a nice addition in the results list as a "foreigner" to our regular event attendees. Robert chose the event, as he was in the area, but he did not have the route sheet beforehand, so he did not have the opportunity to prepare properly.

Still, I would like to congratulate him for the effort of taking part at short notice.

All in all it was a good event, though definitely needs better advertising for the same set up next year.

Civil War Incident - An Autumn Tale

by The Ancient Mariner

It was in the late 1940's, soon after I left the Service, that I decided on an autumn tour, so one morning I left my West Essex home, riding across London – much easier in those days – through Surrey to reach Hampshire, arriving in the early evening at a Youth Hostel in a large old country house which had now disappeared from the handbook. I decided to join the rest of the hostellers at the communal supper and joined the table where the Warden was presiding. He was an interesting old chap and he regaled us with the history of the house, which had apparently been in existence for some 400 years.

He concluded by saying “Perhaps the most magic incident of its whole history occurred during the Civil War, 300 years ago, today 1st September, in fact. The Roberts family were all strong Parliament supporters except the daughter of the house, one Mary who was in love with a young officer in the King's Army. One day they were together near the house when they were surprised by a troop of Cromwell's Ironsides and the young chap was badly wounded. He called to Mary for help and she grabbed his sword and continued to fight until she herself was struck down and died, together with her lover.”

Later that evening I wandered into the hostel grounds and was pondering on this tragic tale when I heard sounds and voices coming from behind a small wood nearby. Peering through the trees my heart missed a beat as I saw a scene of conflict. Four or five soldiers clad in metal breastplates and helmets were engaged in swordplay with a young woman who was defending the body of a young man dressed in bloodstained silks laying on the ground. As I watched in horror the girl was struck down and fell across her lover. Rooted to the spot I could hardly believe my eyes.

Then suddenly ‘Mary’ and her lover got to their feet and the ‘Roundheads’ gathered around laughing and talking. I moved forward, beginning to think that it was a group like the Sealed Knot Society, who obviously were re-enacting the story. “I hope you don't mind me watching” I began. The Roundhead leader turned and said in a strangely hollow voice “Of course not, that's why we do it every year”. I replied “I must say it was very realistic, almost as if you were the actual

participants. Very real indeed". "We were" said the Roundhead "you see it is part of our penance to return to earth each year on September 1st when it actually happened".

A chill ran down my spine as I swallowed hard and gasped out "That means you are really phantoms – ghosts?"

"Of course," they all chorused and gradually faded away into the mist.....

DA Essex – AGM !!

The **Essex CTC Annual General Meeting** will be held
at the **Chelmer C.C. Clubhouse**
in Meteor Way, Waterhouse Lane, Chelmsford,
on the **14th November**
commencing **at 10.30am**

Nominations for office are accepted on the day. Propositions must be received by Brian Taylor by **10th November**. The Prize-giving will take place after the meeting with some food to stop you getting hungry, so please support Essex Cyclist's Touring Club.



From the ♠: Another odd one -
"What you can carry with your bike.",
no 23.

Links

CTC Essex DA	www.essexcycling.co.uk
Chris' site: route planning resources	www.velocipede.org.uk
Cyclists' Touring Club	www.ctc.co.uk
Yet Another Cycling Forum	http://yacf.co.uk/forum/index.php
Nutty cyclist's insane world (Mike's site)	http://www.nuttycyclist.co.uk/

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