

Standard

Times

Midlands

VTTA

July 2026



Front Cover

Record Holder Naomi Pennington storming her way to another record. See Alastair's Chairman's report for details of the number of records Naomi has beaten in recent years. Note the placement of the water bottles too – suggesting that positioning at the back of the bike may help the aerodynamics.

Inside cover



Another record holder – Jess Disley with Tony Cassidy beating the world hour derny record at Newport Velodrome covering a staggering 60.16km in 60 minutes! Jess's track bike – might not be a TT bike but AeroCoach have used all of their expertise in making this as efficient and aero as possible – it might have made the difference between hitting their target of 60km and missing it and I suspect that Jess's cda on this is better than mine on the TT bike.

Echelon Cycles;

VTTA sponsor Echelon Cycles have move into their new premises at [Unit 7 Kempton Rd, Pershore WR10 2TA](#). The benefit of the new premises clearly outweighs having a high street presence. There is a lot more space, the workshop itself lends itself more easily to bike maintenance being light and airy and upstairs is a showroom worthy of the bikes on offer. And to cap it all no problem with parking whatsoever – can roll up to one of many parking spaces on the site. Visit recommended.

100 Mile record

Congratulations to Emma Bexson, Naomi de Pennington and Peter Horton who all broke 100 mile records. I had to feel for one of the riders on that day who targeting 4 hours came in at 4-00-04 and had to stop near the end when his chain came off. As they say 'that's cycling' but sometimes it does feel unfair!

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Chairman's Report – Alastair Semple

View from a Chair in Awe

Dreaming of long distance events this year that sadly haven't materialised, I found myself checking out the results from the E2/100. One result stopped me in my tracks: Adam Duggleby (ADDFORM VLV – Gardenshed UK) clocked a staggering 3:10:48. Yes, that's right — he averaged 31.45 mph for 100 miles.

I was in absolute awe. Adam can ride at speeds I can only dream of for ten miles, and he's just done it at 4:30 in the morning over a full hundred. Even writing that gives me goosebumps.

Closer to home, another rider who continues to amaze me is Naomi de Pennington, part of the Drag2Zero express train (and a Midlands VTTA member).

Naomi has been one of the UK's standout long distance time triallists in recent seasons. Riding for Drag2Zero, she's taken two VTTA National 100-mile titles (2024 and 2026), set multiple age records, and broken course records across the country. Her 2024 Anfield ride made history as the first sub four hour women's time on the course, and she followed it with an even faster, record setting performance in 2026.

Then, this year, she produced a blistering 21:02 on the F11/10!!

When I look at Naomi's palmarès (see below), I'm in awe. She's a true talent — someone who seems able to excel at every distance (not just long distances). It will be fascinating to watch her progression in the seasons ahead.

<u>Year</u>	<u>VTTA National Championship Highlights</u>
<u>2024</u>	<u>VTTA National 100-mile Champion – AAT 3:28:51, first woman under 4 hours on Anfield</u>
<u>2026</u>	<u>VTTA National 100-mile Champion – AAT 3:16:51, new national age record</u>
<u>Year</u>	<u>CTT National Championship Highlights</u>
<u>2024</u>	<u>National 100 Podium, Top 5 National 50, Top 10 National 25, multiple course records</u>
<u>2025</u>	<u>National 50 Podium, Top 5 National 25, fastest women's 100 of season, new 25 & 50 age records</u>
<u>2026</u>	<u>National 100 Podium, National 50 Podium, Top 5 National 25, R25/3H course record, BBAR top three</u>
<u>Years</u>	<u>Age Record Highlights</u>
<u>2024–2026</u>	<u>VTTA Age Records: 100 miles (2026), 50 miles (2025), 25 miles (2025); fastest ever women's Anfield 100; multiple national age adjusted bests</u>

<u>Year</u>	<u>VTTA National Championship Highlights</u>
<u>2024</u>	<u>Anfield 100 (first woman sub-4h), K48/10 record, A10/19 record</u>
<u>2025</u>	<u>R25/3H record, A50/6 record, E2/25 record</u>
<u>2026</u>	<u>R25/3H (improved again), A100/4 record, F11/10 record</u>

Midlands Trophy Events

We still have two key events to round off the Midlands VTTA trophy competitions.

On **26th July**, we will contest the 25-mile trophies — the **Bicknell Cup (Women)** and the **Billy Steer Cup (Open)** — both awarded on AAT. The event will take place on the **K41/25**, hosted by Rugby RCC. It forms part of a larger weekend that includes the Emergency Services Championships, so we're hoping for a strong and varied field of riders.

To conclude this season's championship events, the **Midlands VTTA Championship** will be held on **22nd August 2026** on the K48/10. The fastest female rider on AAT will be awarded the **Bart Cup**, and the fastest Open rider on AAT will receive the **Williams Rose Bowl**.

If you have not already time to get your entries in and save the date in your diary.

Additional Season Long Competitions

Please also remember our season long competitions. The first three are calculated using all your CTT results nationwide, wherever you choose to race throughout the country. Only the Les Lowe Trophy is based solely on Midlands open events, so your performances on our local K courses are the ones that count for that particular award.

1. **Cyclo Shield** AAT Open/Women any open 25, 50, 100 miles
2. **Godiva Cup** AAT Open classification any two open 10 miles plus any two open 25 miles
3. **Bayliss Cup** AAT Women any two open 10 miles plus any two Open 25 miles
4. **Les Lowe Trophy** Furthest cumulative distance ridden on **Open "K" course events**.

Midlands Points Competition

The Midlands Points Series is beginning to gather real momentum now. With seven counting events completed, we can see Peter Mulligan (Droitwich Cycling Club) holding a narrow lead at the top of the table.

There are still **12 counting events** to come on Midlands K courses this season, including the late season hill climbs and the trike events — so there's plenty of racing still to play for. And remember, all you need to do to be part of the competition is to enter and ride Midland events.

As always, I want to express my sincere thanks to **Tim Wood of Echelon Cycles** for his continued support and sponsorship of the Points Competition.

Your six highest scoring events will count towards your final total, with one additional point awarded for every Midland event you ride. As we've seen in previous years, these participation points can make all the difference in the final standings. The only limit is simply how many events you choose to ride.

For anyone still unfamiliar with how the points are calculated: I take the **Age Adjusted Times** from the official CTT results. The fastest rider receives **60 points**, second place earns **59**, and so on. Only Midland VTТА members are included in the calculations.

I'll continue updating the table as results are published and will share regular updates on the Midlands VTТА Group news page and share links to this on our Facebook page.

Rider	Points	Position	No. Rides
Peter Mulligan Droitwich Cycling Club	226	1	4
Mark Wise Team M.I. Racing Townsend Vehicle Hire	211	2	4
Mike Lythgoe Legato Racing Team (LRT)	180	3	3
David Lynes Droitwich Cycling Club	168	4	3
David Dickerson Team Echelon	118	5	2
Ed Moss Legato Racing Team (LRT)	117	6	2
Simon Dighton Legato Racing Team (LRT)	117	6	2
Joe Murray Team M.I. Racing Townsend Vehicle Hire	117	6	2
Hon Max Chan Solihull CC	116	9	2
Martin Lines Worcester St. Johns CC	115	10	2

We are now midway through the racing season, and I am hoping to find some race form (Ed – looks pretty good so far!) to carry through until September. As always in Britain the wind never fails to make an appearance combined with incredibly oppressive temperatures. At times this has proved to make training impossible although I do like being out on the quiet roads to avoid the heat. I'm writing this the week before the Tour de France starts which means that I now have three weeks of quality recovery time between training and racing. I can sit comfortably on the sofa for hours at a time watching the spectacle and marvel at some of the incredible athletes achieving what only we, as cyclists, can fully appreciate. This has to be the toughest sport on the planet and we're all part of it in the race of truth.

I'm looking forward to getting back to racing on some local roads in the back end of the season and hope to meet up with you. One useful change this year from CTT is allowing event organisers to accept limited late entries. So remember, even if you have missed the closing date it's worth going online to see if you can get a late entry. I discovered as an event organiser, I was able to go online following a telephone request and change the entry conditions to allow them to ride.

I hope you have a rewarding second half to the 2026 season.

Stay fit. Stay fast. Stay on your bike.

Alastair Semple

Midlands Chair

Committee Dates	6 August 2026
	5 November 2026

Midlands 2026 VTTA Championship Events

Saturday 18 Jul 10:00

AeroCoach Midland Championships
Worcestershire | 15 miles | K4715 | Castlemorton 15

Sunday 26 Jul 09:00

Rugby Racing CC 25 (inc the Emergency Services C'ship)
Warwickshire | 25 miles | K4125

Sunday 9 Aug 09:00

Eileen Sheridan Memorial 10
Warwickshire | 10 miles | K1010C

Sunday 23 Aug 08:00

Leamington C & AC 10
Warwickshire | 10 miles | K1010

Saturday 12 Sep 15:00

The Tricycle Association (Midland Region) 10
Warwickshire | 10 miles | K4110

Sunday 13 Sep

Legato
Midlands | 15 miles

Sunday 27 Sep 11:00

Shire Hill Climb
Warwickshire | 1 miles | KH321.4

Saturday 25 Jul 14:00

Rugby Racing CC 10 (inc the Emergency Services C'ship)
Warwickshire | 10 miles | K4110

Sunday 2 Aug 10:00

Shropshire Cycling Clubs Association C'ship 4-up TTT
Telford and Wrekin | 31 miles | K5250KM

Saturday 22 Aug 14:00

VTTA (Midlands) 10
Staffordshire | 10 miles | K4810

Saturday 12 Sep 10:00

AeroCoach Gravel Hill Climb
Herefordshire | 1.3 miles | KH47BR

Sunday 13 Sep 09:00

The Tricycle Association (Midland Region) 25
Warwickshire | 25 miles | K4125

Sunday 20 Sep 09:00

Rugby Flyer Celebration: Under the hour road bike challenge
25 miles | K1025A

VTTA National Championship Events

VTTA National Championships 2026

Sun	5th July	12 hour	D12/2	West Cheshire TTA	Alan Broadbent	07393 022121
Sat - Sun	25-26th July	24 hours	J-D24HR	CTT Manchester / Liverpool	Tim Smith	01925 755080
Sun	6th Sep	15 miles	V226	VTTA Yorkshire	Jymmy Trevor	07970 966458

Please let Simon Dighton know if you would like your event included in the Standard Times.

A few Midlands races to really highlight. First up is the **AeroCoach Midland Championships** on **18 July** at the popular Welland course. A 15 miler this event should have loads of prizes and includes jerseys for the winners in open and female category. Although the closing date is now passed CTT have changed the system so some late entries can be processed. This event has been running since 2015 and richly deserves its place in the calendar.

AeroCoach are also organising the inaugural **National Masters TT Championships** on **8th August** at **Thruxton** (ie no cars, on the racing circuit). There should be a real celebration of cycling that day as there are plenty of events including relays, 4 ups and children's events (AeroCoach are running the Masters and other events are run and entered through DB Max Open). The Masters is entered only through the BC website and will be a great dress rehearsal for anyone thinking of racing a UCI event as bikes will need to be UCI compliant. AeroCoach's aim is to make this process non stressful, and resources are available on their website / please use contact page for questions if concerned about the UCI regs. National jerseys will be awarded for each 5 year age band winner together with a place in this year's world championship (although tough to get to as that is in Japan).

Also coming up quickly is the 25 miler held by **Rugby** on the **26th July** which would be great to support so that we start to have a regular 25 miler in the district. This also incorporates the National Emergency Services Championships & as Alastair highlighted includes the Bicknell Cup and the Billy Steer Cup.

The **VTTA Midlands 10** is on the **22nd August** on the popular Stone course near Stafford and the Bart Cup and Williams Rose Bowl are up for grabs.

On the **13th September** **Legato Racing Team** are running a 15 miler near Tamworth again I suspect with plenty of prizes (there were last year for the 25 miler they ran).

There are also plenty of other races in the Midlands – best way of searching is to put Midland District in as a keyword when searching.

To save costs we are asking members to donate £5 for the 2026 issues if they wish to have the hard copy of the Standard Times.

Editorial

Simon Dighton

Wow that was a tough start to the season! Not so much the shock of racing again or of being in TT position but more trying to keep the bike upright in some of the windiest conditions I have known – it made me jealous of the road bike competitors. The first one at Breedon I was beginning to think I had lost my nerve so it was a relief to finish the warm up and find everyone else concerned as well. I changed to my heavy training wheel, no rim depth for the outing (and note if you carry a spare wheel to races good idea to have it already fully inflated so you don't forget when doing a last minute change!) and got round but it wasn't pretty. Next up was one of my favourite events of the year namely the 15 miler at Welland with the added spice of VTTA v BMCR. The warm up was ok and I went to the start with short gloves and full race gear. Looking up with about 30 seconds to go I noticed that the sky had very suddenly gone black and then about a minute into the race came the hail and wind. Halfway across the common I had to put my feet down to stop being blown off sideways. I thought long and hard about packing but worked out as I was halfway across the most exposed section of the course backwards would be just as bad as forwards. The first 6k took me 5 minutes longer than last year, and not much time spent in TT position. A cold (especially the hands) race but glad to have finished and retreat to the village hall for both the VTTA / BMCR awards and our own 2025 Season awards.

After all that life improved dramatically with mainly decent enough conditions except for one race sadly but understandably cancelled because of the heat. I suspect we will all have to be more adaptable in riding in volatile conditions in future years as weather patterns become less predictable.

I paid the ransom money to HBO so I could watch the cycling (although I did also get the benefit (?) of watching Crystal Palace play in Europe and England in the 6 Nations rugby). Tuning into the Giro TT I realised how accustomed in the UK we have got to riders in really good TT positions – better than some of the professionals. I was most shocked by Felix Gall, a superb rider and in contention for GC so the ITT mattered (for a lot of riders I think the ITT is inconsequential unless you are in with a shout of podiuming or needing it for the GC). I haven't been able to find a photo of the front end of the bike - I suspect all photographic evidence has been burned as it was a total flipping mess, but even the picture of this helmet and glasses show a strange disregard for aerodynamics. Gaps everywhere and commentary after the race was also revealing – had great legs, good power numbers but lost significant gc time – I'm not surprised! Perhaps we have been spoilt and I don't think it is a coincidence that so many UK riders advise the pro teams, thinking of both Bighams (Bora and Visma), AeroCoach – Ireland and Japan, Alex Dowsett at Astana, Alpecin Deceuninck training for the TTT in Northamptonshire and others I am sure I have missed – with also I suspect the major

UK specialist manufacturers, including CTT sponsor NoPinz, providing much of the kit design for skinsuits, overshoes etc.



Felix Gall finishing a powerful but I suspect below potential time.

Surprised this year to hear of & then see drafting in some TT's. It can be tricky when a rider overtakes to know whether to sit up for a couple of seconds for a gap to be established (especially when impractical for safety reasons not to either move in or move out so not directly in line) but one team member got tailed on a 10 miler from the halfway turn back to the finish which doesn't feel marginal – and must be irritating especially as they popped out at the end to go over the finish line first! Recently I almost witnessed a crash as one rider came past me with another nestled in echelon position due to the cross headwind. As they continued up the road without me they caught a third rider at the slip road if doing the last lap. The third rider clearly was not expecting 2 people to come past him simultaneously especially with the rear rider then cutting across left as this was his last lap. Happily all stayed upright. Odd overall and not anything I have seen in over 20 years of TT's.

Nice to see that some races have been attracting some really big fields this year. The VTTA 25 down in Cambridge had 117 riders on the start list and the VTTA Goodwood event (unavoidably cancelled because of the heat) numbered 190 and entries hadn't even closed! Hopefully these fields can be repeated across the UK.

Derny Hour Record

Although a long long long way from being a Vet (thank goodness for the rest of us!) given the achievements of Jessica Disley (nee Rhodes-Jones) on both the time trial (5 time world TT gran fondo champion) and more recently the track we just had to speak to Midlands rider Jess about smashing the derny hour record and how it all started.

Some statistics first for the AeroCoach director and rider extraordinaire – her winning distance of 60.16km in the hour surpassed the previous record of 52.406km and also beat Magnus Backstedt's record attempt in the year he won Paris Roubaix of 58.25km!

We will come onto the detail shortly but the level of detail and preparation is truly impressive and makes all the difference between attempting and claiming the record. Speaking with Jess it is clear that the focus she and the team brought to this challenge is there in everything they do.

In June 2025 Jess first had a go riding behind a derny at the Welland Dernyfest run by Graham Bristow. Xavier had raced derny in his youth, and with Jess looking for a new motivation suggested trying out this event on their doorstep. Normally as an experienced derny racer you have your own pacer but as a newbie Jess was assigned Tony Cassidy – a highly experienced derny rider and major UK derny mechanic. The event was a motivational success – it was exhilarating, going at a faster pace than normal, with the best of road racing but safer as your derny rider does the manoeuvring and you follow. The relationship between cyclist and derny is paramount. Tony and Jess then took part in the national championships coming 4th on their first attempt.

Around this time Xav saw that the hour record was 52km but Jess wanted to do 60km. In order to do this the derny needs to know what you want to achieve so you can follow – hence the derny rider understanding the strengths and weaknesses of the cyclist is key to regulate the pacing.

A date in March 2026 was set for the record attempt which gave just under 6 months of concentrated preparation – a short enough timeframe to concentrate fully but long enough to prepare. First up was strength training. At 60km/hr the G force going round the track bends is about 1.7x – ie as Jess races round the bends every 7.5 seconds, her arms are effectively handling a bodyweight of over 100kg – ie 1.7* her actual bodyweight. Significantly more than she will have been used to. Jess described it as a bit like doing a press up every 7.5 seconds. Therefore strength and conditioning was taking up any spare time for best part of 6 months.

Managing the power is achievable – on the track the power was less than Jess would put out on a TT, but managing the heart rate was something entirely different. The concentration

involved in staying right on the derny is key – lose it and it will probably be another 4-8 laps before everything is running smoothly again. In some ways reassuringly, derny brakes are notoriously bad so it takes a long time for the derny to realise no one is there, pick up the rider, and then get back up to pace again. This level of concentration uses up heart rate as does the heat on the track. Hence heat training was part of the preparation including indoor turbo sessions, heating on, full layers on.

The other part is being on a track bike and being that close there can be no movement other than turning the pedals. No shuffling on the saddle, no reaching for a gel, no changing position for a 10 second respite – practice therefore included gradually increasing the time behind the derny with no movement and the Malvern Cycle Sport club chain gang which is a flat out 1 hour effort.

Probably none too soon with that level of dedication (for all the team including Xav and Tony) record day came along at Newport. The track team at Newport had been really helpful all through the build up and on race day itself. After the chief commissioner and his 2 deputies had been through the rider and derny checks (the derny geometry is as tightly regulated as the bike) and doping protocols completed it was time for the attempt.

Riding a massive 123.75 inch gear (55/12) Jess was released from the gate as the derny came round bend 3. Getting out of the gate is no mean feat with that gear but is then needed to keep a high level of power during the hour (average cadence has to be just north of 101 rpm to beat 60km). A smaller gear would require an even higher cadence and as track riding is heart rate expensive this is not optimal. Similarly a higher gear would put the start at risk – a real danger of not getting going and toppling over coming out of the gate.

Software set up by the team with a reader on the derny meant that Tony could set the pace required to just beat 60km – remember the derny is the pacesetter not the rider.

Concentrating grimly Jess held on and after 20 minutes the team were on schedule (ie the slower first laps as one accelerates to speed had been recouped). After 52 minutes a cheer went up from the crowd as the old record crumbled. By this stage Jess was in absolute bits with no feeling left in the right shoulder. A slight tweak in pace to stop all cyclinders blowing was communicated to Tony as the real target was to get over the 60k mark – and done by 160metres to claim a world record.

I asked Jess would she do it again and got an emphatic NO! Jess also confessed she is not missing the gym at the moment. What next I asked – don't know was the reply as there is so much other cool stuff to do. A possible return to TT'ing, especially as next year is in France. Jess did also use her new derny skills to win the National Elite Level Championships - her first UK National jersey and also a first win for Tony.



Jess coming out of the gate to start the record attempt with the derney already motoring. Note how Jess is looking straight ahead, no doubt using her core strength and power from the gym to get the bike moving.

Xav tracking the ride in mathematical detail to provide information to Tony Cassidy to aid the pace setting. Note how close Jess is to the dernity back wheel – some concentration.

World Championships 2027 – Masters

Next year the amateur (?) world championships are being held in Annecy, France alongside the professional races – in a similar format to Glasgow in 2023. The intention of the UCI is that every 4 years all disciplines are held at the same time with the professionals and the amateurs. Last year was Australia and this year Japan so logistics and £ prove more difficult than 2027 – so expect a bumper UK entry for France, and why not as we have several past winners (I think the top 5 in the VTTA 25 the other week all have multiple rainbow jerseys, and 6th place is my pick for next year for his age bracket).

As befits a world championship there is a little more planning than rolling up to the club 10 on a Wednesday night so allow me to precis the process.

First up is the qualification. The attached link shows the qualifying events for 2027 published so far. [Calendar - UCI Gran Fondo World Series](#). There will be a lot more calendar dates to come – in fact the best way is to look at the 2026 races as they tend to repeat.

Where the Granfondo only has one date that is likely to be a road race. If there is no TT the road race gives qualification for both races (& vice versa) – slightly weird especially as road racing isn't for everyone.

Qualification itself is achieved either by being on the podium or being in the top 25% of the race that take to the start line (DNS's don't count but I think DNF's do, not 100% sure though). For example 4th out of a field of 11 qualifies as does 3rd in a field of 5.

The TT's, unless a straight hill climb like the Isle of Man, are between 15-40k. Local rules vary but at the world champs themselves the bikes will be strictly checked to ensure UCI compliance. I have not had a bike check at any of the qualifiers but you never know.

The qualifiers may require a race licence and possibly a medical certificate – local rules apply. The finals do require a race licence and depending on location a medical certificate.

All the races are in 5 year age bands, eg for me 60-64. The age is not the day of the event but as at the end of the year in question. For example if you were born in 1963, for this year your age will be counted as 63 regardless of the actual birthday or event day. If you were born in 1962 your qualifier if this year would be in the 60-64 bracket but at the finals next year you would be in the 65-69 age banding.

Both the qualifiers and the finals themselves are great fun. Serious racing (Cippolini raced in Denmark in 2024 for example), but great to see everyone racing in National colours (Finals rule only) and a fantastic atmosphere – especially with so many Brits in the races, it feels like quite a team event and in 2027 also a good place to take a holiday and watch the pros.

Steve Jenks – On riding single gear (NOT fixed)

Having come into cycling fairly late at about fifty, I started with a seven gear block and worked up to nine but never saw the point of more, whilst some fellow club riders seemed to 'need' twenty four or even more. I found that I tended to use the middle of the block and big ring most of the time. Having read about the exploits of top testers riding fixed I thought I'd give it a go. Two rides later I gave that idea up having had some dodgy moments. I looked into single free and got a conversion kit for a few quid. The gear ratio I started on was 50 x 20 (~67" gear) and I was instantly converted. I could corner without grounding the pedal, could stop at a junction with the pedals in the correct place to start off, and, most of all, felt a sublime connection to the bike as there was instant response to pressure on the pedals due to lack of derailleur. Also there was virtually nothing to go wrong as long I checked to see that the chain didn't wear slack. As I did more miles and felt I was spinning a bit too fast, I gradually decreased the number of teeth at the back or increased the number at the front (having 48, 50, 53, 54 and 58 tooth chainrings). On club runs I felt a great sense of pride keeping up comfortably and blasting up steep hills with the excuse that keeping at the group pace would mean my cadence would have to be so low I would run the risk of toppling over. It was also an ego boost when riders came up to me in the car park at café stops to talk about the (58 tooth) dinner plate I had on the front. When I did a flat ten TT I kept a note of which gear gave a cadence that was 'comfortable' and converted the TT bike to that ratio single. It was a revelation, feeling really connected to the bike and far more 'enjoyable' than on gears.

In 2018 I decided that I would stick to riding zwift and went back to gears.

A single gear works really well on a turbo but it's vital to choose the correct gear, probably erring on the side of a lower gear at first. It takes hardly any time to change the rear sprocket although getting the right chain length means adding or removing a link, or, as I do, have multiple chain lengths hanging in the shed. Before diving in with a conversion kit, maybe simply leave the block on, remove the derailleur and put the (shortened) chain back on but bear in mind the straighter, more efficient, chain line will be in the middle of the block. I use a 1/8th inch chain which takes the stresses better than 3/32 but this will only fit with a single gear cog, either 1/8 or , a 3/32 taken off a block – 1/8th chain is too thick to fit if the gear is in a block. My current rear cog is taken off a nine gear block. It's interesting to see how your fitness changes by seeing how the gear you find comfy steadily gets bigger.

The type of dropouts the bike has is important. If rear facing you can use old non-quick release wheels tightened up to avoid movement set to keep the chain taut but with a smidgeon of slack, (although chain tugs are still advisable) but if, as is usually the case, they are front facing with quick release skewers you will need chain tugs to prevent the

possibility of the wheel pulling loose. Quick release with rear facing need a different type of tug, but they only cost about a fiver.

I'm currently riding my circa 1960s steel Peugeot with a 54 x 15 set up and thoroughly enjoying it. It's a small enough gear to keep up on Zwift rides with my unusually low average cadence of 53, but big enough to only have to spin up to 80 + to speed up when catching or sweeping. I will, however, be changing to 54 x 14 for TTTs as doing One minute efforts on the front at the power I need to takes me over 90 rpm which makes my knees next day pretty bad. It's worth giving it a go, much more fun and much cheaper than riding gears, a conversation point on meeting up with other riders, and a great way to feel a connection with your bike, but, it can take a couple of weeks for the legs to get used to it, so stick at it.



Steve's 1960's Peugeot with rear drop out and fine adjuster.

Art and Bicycles

I thought we should probably have a quick timeout from cats with bike memes and for once explore the art world – better notes can be found from the internet to compensate for my lack of cultural knowledge and art appreciation. All of these are well over a hundred years old which is sort of amazing in that the basic form is so recognisable today. & yet the bicycle even then had obviously captured people's imagination. First up is a Henri Toulouse-Lautrec, and is actually an advert – for that newest of inventions back in 1896, the bicycle chain. Pictures 2 & 4 are fairly similar with the second by a Russian artist (Goncharova) in 1913 and Metzinger in 1912. Looking at them one can almost see the toil of the Russian way of life in the Goncharova depiction whilst with the French artist, Jean Metzinger, it is about the racing with a track pose very much like today. Interesting to see bikes being used as early forays into cubism with perhaps the angular forms helping to project speed. The third painting is also surprisingly 1913 (it could be 2013 abstract) and just shows something we all appreciate – the simple beauty of the bicycle wheel.



& of course I did have to go and see Kraftwerk play the other week to hear them play Tour de France.

Cerebral Challenges – Steve Jenks

1. Complete the cycloku by filling in the grid so that every column and every row includes the letters LIGHTS

I	S		G		
		G	H		T
			I	G	
	L	H			

Silly Cryptic sports questions

1. What a jealous cow gets for being the fastest milker ? (5 6)
2. What type of sweet did the 2013 Wimbledon winner win ? (6 , 4)
3. How much did the 1987 Wimbledon winner win ? (3 , 4)
4. What do formula 1 drivers use to fasten their jackets ? (6 , 7)
5. Which musical is based on a formula 1 driver ? (8)
6. Which cyclist wears blue and a number 1 on his side (6)
7. How is it cyclists can use EPO legally for arthritis ?

Midlands age records Steve Jenks

Reminder as to how to CLAIM STANDARDS AWARDS

There is a presentation about standards on the VTTA website – go to about, documents, VTTA Standards and CTT Target Times or direct at [VTTA-Standards-and-CTT-Target-Times-v3-FINAL.pdf](#) Also there has been an article on how to claim in the Veteran - you need to press a button to claim your standard - it doesn't just happen automatically - as follows:

1. On the website (www.vtta.org.uk) login with your email address and password.
2. Click on your name, My profile and then Standards. You will see a new screen with two sections:
3. Your Name – Baselines: This shows your most recent claim for each distance (or 12/24 hours) over the last 3 seasons. If you have not made a claim at any distance (or time) then the standard for your current age is shown. Based on your past claims the system will also show your Plus on standard and the Target Time/Distance you need to achieve in 2026 to win a medal
4. Improvements on Baseline; In this section are shown all the results you have achieved this year, taken from the CTT site, which improved on your standards' baselines.
5. The 'Claim' button: If you have made a payment for standards then you will see a 'Claim' button after each improvement. If you have improved on standard in more than one event at a distance (or 12/24 hours) then all improvements are shown, and you can select which one to claim for.
6. Claim recorded – once you have clicked on a claimed improvement, you will see your baseline is updated with the new performance. After the end of the season **you then click on 'order'** - your claim will be recorded on the system and reported to your Group Recorder. Your Group recorder will then order your medals or plaque. If you do not click on order, then it is assumed that you do not want to use the current year's results for a claim.

If you do not have your VTTA and CTT accounts linked, then you need to send me a claim form before September 30th.

There are two versions of Midlands age records.

On the Midlands area of the VTTA site under 'group records'. These are age records set on any course in the country.

If you have your VTTA and CTT accounts linked, these claims are made for you automatically. You will be notified by email.

Found in the magazine and on the Midlands VTTA Facebook site are age records set only on K (Midlands) courses and are called Midland age records (K). For this reason, the only Midland age records are for 10, 15, 25 and 50 miles as these are the only distances available on K open courses. Records are published regularly in our club magazine and updated on the Midlands VTTA Facebook page. They are no longer published on the VTTA website on the Midlands News page to avoid confusion. Applications for these records need to be sent to me via VTTA Midlands Facebook message or email along with a link to the appropriate CTT result.

Recent Record Breakers

Well done to these riders for having achieved a Midlands age record - any course

Name	Age	Distance	Time	Machine
Wayne Baker	69	10	26.57	Trike
Wayne Baker	69	15	46.37	Trike
Wayne Baker	69	15	41.06	Trike*
Debbie Sheridan	69	10	25.26	TT
Debbie Sheridan	69	25	1.05.48	TT*
Debbie Sheridan	69	50	2.21.25	TT
Michael Lythgoe	76	10	21.57	TT
Michael Lythgoe	76	15	37.58	TT
Michael Lythgoe	76	15	33.29	TT*
Michael Lythgoe	76	25	59.14	TT*
Michael Lythgoe	76	50	2.02.51	TT
Norman Fenn	86	15	1.14.27	Trike
Susan Semple	60	10	23.38	TT
Susan Semple	60	25	59.32	TT*
Andrew Simpkins	72	25	1.00.05	TT*
Emma Bexson	51	100	4.24.40	TT
Naomi de Pennington	49	10	21.02	TT
Naomi de Pennington	49	50	1.50.18	TT
Naomi de Pennington	49	100	3.47.28	TT
Peter Horton	59	100	3.58.16	TT

* Awaiting formal ratification

A special mention to Wayne for lowering the 10 mile trike record four times and knocking nearly five and a half minutes off his own new records.

Another stunning ride from Michael in awful conditions – the crosswind at the Welland was scary – for example on my ride the first 6km took 5 minutes longer than last year!

Midland Age Records (K courses) – changes since last issue

Men's 15 Mile Age records

76 Michael Lythgoe	Legato Racing Team (LRT)	2026	37.58
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As Steve says above the K course records **need to be claimed**.

Midland Age Records (K courses)

Mens	10 miles			Time
40	Tim May	Media Velo	2018	20.57
42	Brett Lowndes	Pro-vision Cycle Clothing	2017	21.34
43	Steve Biddulph	Born to Bike - Bridgtown C	2018	21.24
44	Peter Blackwell	Solihull CC	2016	22.26
45	Mark Hamer	Stratford Roads CC	2020	22.12
46	Brett Lowndes	Pro Vision RC	2021	21.26
49	Jon Howard	Team Echelon	2018	20.24
50	Paul Westwood	Brereton Wheelers	2023	20.01
51	Alastair Semple	Stafford RC	2019	22.08
52	Jon Howard	Team Echelon	2021	20.22
53	Jon Howard	Team Echelon	2022	20.54
54	Simon Dighton	Beacon Roads CC	2017	22.07
55	Joe Costello	Walsall RCC	2014	20.45
56	Jon Howard	Team Echelon	2023	20.44
57	Mark Wise	Team Jewson/MI Racing	2022	21.06
58	Joe Costello	Walsall RCC	2017	21.29
59	Simon Dighton	Beacon Roads CC	2022	21.25
60	Joe Costello	Walsall RCC	2019	21.16
61	Simon Dighton	Beacon Roads CC	2024	21.24
62	Simon Dighton	Beacon Roads CC	2025	21.24
63	Steve Lorraine	Team Swift	2019	22.50
64	Steve Lorraine	Legato Racing Team	2021	22.34
65	Joe Costello	Legato Racing Team	2024	21.45
66	Steve Lorraine	Legato Racing Team	2022	22.33
67	Steve Lorraine	Legato Racing Team	2024	23.39
68	Steve Lorraine	Legato Racing Team	2024	22.47
71	Alan Colburn	Worcester St Johns CC	2002	26.05
72	Alan Colburn	Stourbridge CC	2003	24.42
73	Alan Colburn	Stourbridge CC	2004	24.11
74	Alan Colburn	Stourbridge CC	2005	24.10
75	Alan Colburn	Stourbridge CC	2006	24.40
76	Vince Jenkins	Leisure Lakes Bikes.com	2017	24.47
77	Vince Jenkins	LeisureLakesCycles.com	2018	24.17
78	Brian Newton	Team Echelon	2017	24.57
79	Vince Jenkins	LeisureLakesCycles.com	2019	25.33
80	Alan Colburn	Team Echelon Rotor	2011	25.50
83	Norman Fenn	Team Echelon (trike)	2023	37.39
84	David Stockley	A5 Rangers CC	2024	28.45
84	Malcolm Timmis	Bromsgrove Olympique CC (trike)	2024	45.19
85	David Stockley	A5 Rangers CC	2025	30.01

Midland Age Records (K Courses)

Mens	15 miles			Time
48	Simon Adcock	Team Echelon	2022	32.33
54	Jon Howard	Team Echelon	2023	33.45
58	Simon Law	Race Rapid	2023	34.32
59	Simon Dighton	Beacon Roads CC	2023	35.16
61	Simon Dighton	Beacon Roads CC	2025	34.43
64	Joe Costello	Walsall Roads CC	2023	34.18
65	Stephen Loraine	Legato Racing Team	2022	37.55
66	Stephen Loraine	Legato Racing Team	2022	36.05
75	Mike Lythgoe	Legato Racing Team	2025	37.57
76	Mike Lythgoe	Legato Racing Team	2026	37.58
77	Bob Awcock	Born to Bike - Bridgtown C	2021	44.54
81	Bob Awcock	Born to Bike - Bridgtown C	2025	48.26
Mens 25 miles				
41	Brett Lowndes	Pro-Vision Cycle Clothing	2016	0.57.24
42	Brett Lowndes	Pro-Vision Cycle Clothing	2017	0.59.35
50	Matthew Moore	Walsall Roads CC	2016	0.55.02
52	Mark Wise	Team Jewson/MI Racing	2017	0.58.55
52	Dave Walker	Worcester St John	2016	0.56.57
54	Simon Dighton	Beacon Roads CC	2017	0.58.31
55	David Scholfield-New	Leisure Lakes Bikes	2017	0.56.00
57	Joe Costello	Walsall RCC	2016	0.53.47
58	Simon Dighton	Beacon Roads CC	2022	0.59.56
60	Joe Costello	Walsall RCC	2019	0.56.48
61	Paul Gould	Midland C & AC	2017	1.06.56
62	Simon Dighton	Beacon Roads CC	2025	58.44
66	Wayne Baker (trike)	Team Echelon	2023	1.19.27
72	Bob Awcock	Born to Bike - Bridgtown C	2016	1.06.32
73	Alan Colburn	Stourbridge CC	2004	1.04.52
74	Alan Colburn	Stourbridge CC	2005	1.02.44
75	Alan Colburn	Stourbridge CC	2006	1.05.26
76	Alan Colburn	MI Racing	2007	1.01.57
77	Murray Kirton	A5 Rangers	2018	1.09.55
83	Norman Fenn (trike)	Team Echelon	2023	1.50.14
Mens 50 miles				
50	Alastair Semple	Stafford RC	2018	1.59.12
53	Simon Dighton	Beacon Roads CC	2016	2.02.35
54	Simon Dighton	Beacon Roads CC	2017	1.59.37
55	Simon Dighton	Beacon Roads CC	2018	1.58.55
56	Joe Costello	Walsall RCC	2015	1.54.03
57	Joe Costello	Walsall RCC	2016	1.56.29
59	Joe Costello	Walsall RCC	2018	1.56.55
60	Joe Costello	Walsall RCC	2019	1.53.43
61	Paul Gould	Midland C & AC	2017	2.23.24
62	Steve Loraine	Team Swift	2018	2.00.45
72	Bob Awcock	Born to Bike - Bridgtown C	2016	2.17.15
74	Bob Awcock	Born to Bike - Bridgtown C	2018	2.17.52
75	Alan Colburn	Stourbridge CC	2006	2.14.26
76	Alan Colburn	Team Echelon/Spiuk	2008	2.15.49
77	Murray Kirton	A5 Rangers	2018	2.18.47

Midland Age Records (K Courses)

Ladies	10 miles			Time
41	Denise Burrows	Aerocoach	2020	23.39
42	Susan Semple	Stafford RC	2008	25.03
43	Susan Semple	Stafford RC	2009	24.42
44	Susan Semple	Stafford RC	2010	25.23
45	Susan Semple	Stafford RC	2011	25.23
46	Susan Semple	Stafford RC	2012	24.24
47	Susan Semple	Stafford RC	2013	23.49
48	Annis Moore	Walsall Roads CC	2016	23.56
49	Lynne Biddulph	Born to Bike / Bridgtown C	2018	23.24
50	Susan Semple	Born to Bike / Bridgtown C	2016	24.00
51	Susan Semple	Born to Bike / Bridgtown C	2017	23.23
52	Susan Semple	Born to Bike / Bridgtown C	2018	23.46
53	Susan Semple	Born to Bike / Bridgtown C	2019	23.20
55	Susan Semple	Stafford RC	2021	24.44
56	Susan Semple	Stafford RC	2022	24.15
57	Susan Semple	Legato Racing Team	2023	24.21
58	Susan Semple	Legato Racing Team	2024	24.02
62	Gabriella MacKinnon	Coventry Triathletes	2023	30.06
66	Deborah Sheridan	Warwicksire Road Club	2023	27.02
Ladies	15 miles			Time
43	Denise Burrows	Aerocoach	2022	38.42
56	Susan Semple	Stafford RC	2022	38.47
57	Susan Semple	Legato Racing Team	2023	38.35
66	Deborah Sheridan	Warwicksire Road Club	2023	41.48
Ladies	25 miles			Time
43	Susan Semple	Stafford RC	2009	1.04.08
44	Susan Semple	Stafford RC	2010	1.06.18
46	Susan Semple	Stafford RC	2012	1.04.48
47	Susan Semple	Stafford RC	2013	1.01.10
48	Annis Moore	Walsall Roads CC	2016	59.02
50	Susan Semple	Born to Bike / Bridgtown C	2016	1.00.38
51	Susan Semple	Born to Bike / Bridgtown C	2017	1.07.06
Ladies	50 miles			Time
42	Susan Semple	Stafford RC	2008	2.27.49
46	Susan Semple	Stafford RC	2012	2.12.20
47	Susan Semple	Stafford RC	2013	2.15.40
52	Susan Semple	Born to Bike / Bridgtown C	2018	2.08.41

Bit of Fun – Nonsense terminology, inspired by food and drink

1. Fondue – the dynamics of a breakaway (esp with Pogacar around). Everybody takes it in turns but in the end they all get cooked.
2. Marennes – inspired by the Marennes oyster (now you know!) this term applies to riders who look formidably tough on the outside but are soft to the point of putrefaction on the inside. (everyone I have met is the other way round!)
3. Quiche – a half baked breakaway which looks good from a distance but crumbles under pressure
4. The (Tea) – 4pm – it is widely understood that no British rider will attack for the following half hour.
5. Cornichon – Belgian residency, based on the number of famous(?) gherkin pickling plants in Belgium.
6. Anchois – an unwanted addition to a race like a sharp climb at the end – like an anchovy on a pizza (Ed – but I like anchovies)

Solutions to the Cerebral challenge

1.

I	S	T	G	L	H
H	G	L	T	I	S
L	I	G	H	S	T
T	H	S	I	G	L
S	T	I	L	H	G
G	L	H	S	T	I

2.

1 green jersey

2 Murray mint

3 Pat cash

4 Jenson Buttons

5 Hamilton

6 Thomas (the tank engine)

7 When it's short for Evening Primrose Oil

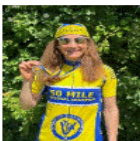
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Veterans Time Trials Association
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OVER 40? BE YOUR BEST!



Angela Carpenter
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Andrew Meilak
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100 miles

If you are over 40 and time trialling is your thing, then join the VTTA.

The VTTA encourages all aged 40 and over to strive to be the best they can.

YOUR best will be recognised.

We have almost 3000 members spread between 16 regional groups to provide UK wide activity. We promote about 100 time trial events a year, including eight national championships from 10 miles right up to 24 hours; we also run three season long national competitions over a range of distances. The local groups also offer competitions and awards for their own members.

All events and competitions are run on an age handicap system which is gender specific, so women and men of all ages compete on an equal footing and have an equal chance of winning a prize.

Riders can also compete 'against themselves' in individual challenges called 'Standards', in which your performance is compared against previous seasons.

We also manage national and group age records for men and women at the different time trial distances and on velodromes.

Members receive four magazines per year and our annual handbook, either in print or digitally.

Membership fees vary by group (due to varying localised costs and member benefits) but is typically £15 to £20 plus a modest additional optional fee for Standards entry. Most members retain membership of their cycling club whilst a VTTA member, but you can join the VTTA and race with it as your main club if you wish.

Visit us on social media:

JOIN US...

You can find out more and join any VTTA Group online at:
www.vtta.org.uk