

The SHAFTESBURY

VIPERS 25

The Essex Time Trial Championships

19th May 2024 | 08:00

SPOCO South East Qualifying Event

Course: E83/25 - The Vipers

Timekeepers: Trevor Pedley and John Cottee

Organisers: Phil Hodey and Andrew Wenham, Shaftesbury Cycling Club

HQ: Mountnessing Village Hall, Roman Rd, Mountnessing, Brentwood CM15 0UG

Event promoted for and on behalf of Cycling Time Trials under its rules and regulations

Essex Championship Prizes

Essex based entrants will qualify for the title of "Essex Time Trial Champion" and be permitted to wear the Essex Champion jersey in CTT club and open events for the 2024 season. The jersey can be purchased directly from NoPinz.

1st Female TT Bike	1st Female Road Bike
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1st Open TT Bike	1st Open Road Bike
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1st Junior	1st Youth
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Essex Championship - Team Award

The fastest team of four will earn the title of "Essex Time Trial Team Champions". Winners will not be eligible for a winners jersey.

The fastest team comprises of four riders, one in each of the following categories. Female TT Bike, Female Road Bike, Open TT Bike, Open Road Bike. The lowest aggregate time for an Essex based club with all riders also located in the Essex postcode region will be crowned winners.



Prizes

1st Open TT £25.00	1st Female TT £25.00	1st Open RB £25.00	1st Female RB £25.00
2nd Open TT £20.00	2nd Female TT £20.00	2nd Open RB £20.00	2nd Female RB £20.00
3rd Open TT £15.00	3rd Female TT £15.00	3rd Open RB £15.00	3rd Female RB £15.00
1st Junior £25.00	1st Youth £25.00	1st Handicap* £25.00	1st Vet (AAT) £25.00
2nd Junior £20.00	2nd Youth £20.00	2nd Handicap* £20.00	2nd Vet (AAT) £20.00
3rd Junior £15.00	3rd Youth £15.00	3rd Handicap* £15.00	3rd Vet (AAT) £15.00

* Handicap best upon Spindata predicted time. If you have not ridden an open event in the past 18 months you will not qualify for this award.



Welcome to the Essex Time Trial Championship race.

This is an important moment in the event's history - **Chapter 2**. This event would not have found its beginnings were it not for the proactivity and initiative of Paul Hart's forward thinking and HPC organisational toil - but unlike Desgrange simply trying to sell newspapers, Paul's ambition was always to establish a highly valued and enduring event. An historically significant one in our wonderful little world. Hence the importance in writing Chapter 2 - this is history in action, you are part of it.

Shaftesbury CC are honoured to take on this heavy responsibility, and well armed to meet the challenge. 136 years and just getting stronger we believe the Essex Champs will reach similar maturity - outliving us all, but only if we build right now. **In partnership with HCS Technologies we have developed a groundbreaking atomic clock based timing system, with instant split and results timing. Amazing photography by @omnirocker will blow your mind.** The Vipers course is becoming legendary, and for good reason - challenging but fast, and popular: attracting full to capacity fields in the traditional midweek 10s, bucking all national trends. The stage is perfectly set - just needs you, the performer.

Kevin Baumber, Club Captain



A message from the Championship founder, Paul Hart

I'm absolutely delighted that The Shaftesbury agreed to take on the Essex TT Championships. Once the Championship had been established I knew its future should lay in the hands of our fantastic local cycling clubs. The Shaftesbury are a modern, forward thinking club and therefore the ideal fit.

This Championship is different. It's about being the champion of your county, and most of us are incredibly proud of where we are from. The jersey has been won by some of the very fastest testers already and has been worn with pride in many big races and locally on training rides. The winners get to show off their jerseys for the entirety of the next 365 days. It's the ultimate visual symbol of cycling superstardom!

We have so much cycling talent in Essex and I'm delighted to see so many will be duking it out for the top spots. I wish you all a great race"

All the best, Paul

Previous champions



Louise Robinson – Women’s TT Bike Champion 2023

I started riding 10 years ago when I got my first road bike to help me lose some weight and to get fit. I joined my local club (North Road CC) and did a few club TTs. I then moved to Essex, had a baby and then wanted to get back to fitness and riding again.

After a couple of years and fellow riding friends telling me I should race, I decided I’ll have a go at open TTs and got myself a TT bike (the same one I ride now). After competing in and winning my first open TT, The Maldon Hilly, I fell in love with the sport!

I’m in my 5th year of competitive racing now, coming into the sport fairly late in my life but it hasn’t stopped me from being successful. I’ve made some great friendships along the way and love the TT community. It’s always great to see familiar faces who are always supportive and encouraging. The great thing about Time Trialling is that it’s you against the clock and everyone can achieve a goal they set themselves. Good luck to those riding!



Paulina Mozal – Womens Road Bike Champion 2023

I’ve been riding a road bike since the lockdown of 2020 and instantly fell in love with the sport, the joy it brings me and how it has changed me. I joined my first club Chelmer CC not long after (I’m also 2nd claim Shaftesbury CC), then started regular training, entered a few crits and my club’s TT league but then I got injured and had to stop racing for a few months in 2022.

Last year I got back into TTs and I really enjoyed them (well, once the race is over!). This year despite recovering from injury, I feel strong and ready for more! I am looking forward to defending my title on this tough course. All the best to all racing the (what I call them) ‘infamous viper bends’, it’ll be a great event!

Previous champions



Alex Dowsett – Mens TT Bike Champion 2023

It's great to see a club with so much history as the Shaftesbury take over the Essex TT Championships mantle from Paul Hart who's done such a great job in bringing a unique event to the county to rejuvenate and modernise time trialling in Essex. The Viper circuit will be a really tough ask for everyone with its technical elements and undulations. I've looked every which way at trying to defend my title but with the Gralloch Gravel the day before in Scotland I'm afraid the logistics don't seem to work out which really is a shame. I want to wish everyone racing the best of luck and to take a bit of care around the S bends of the circuit as they can be deceiving!



Colin Ward – Mens Road Bike Champion 2023

I think this is a great event that was started by Paul Hart and I'm glad it's being continued by Shaftesbury CC.

Time Trialling is the purest form of bike racing, and this event even more so now that it's being run on the Viper course over 25 miles.

I'm looking forward to racing this and hopefully it's as successful as the previous two additions.

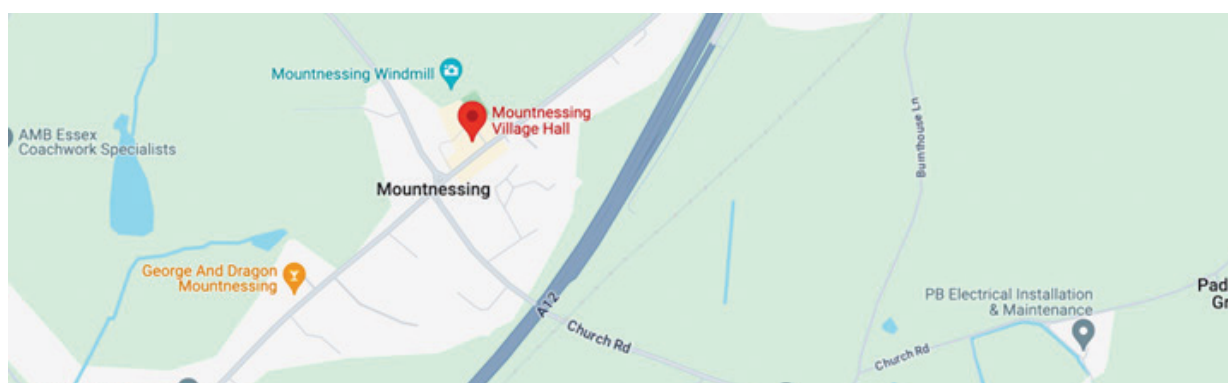
Good luck to everyone taking part.

Rider Notes

- **NO 'U' TURNS** are allowed within sight of the start or finish area. Riders carrying out this dangerous manoeuvre are liable for disqualification from the event and further disciplinary action by London East CTT district committee.
- Numbers will be situated at HQ. Sign in before and sign out after you have finished. Riders must sign in and out in person.
- No warming-up by competitors is allowed along any part of the course once the event has started, though you can ride to the start, please be aware of other riders on course.
- Please do not arrive at the start area until 5 minutes before your start time.
- Riders must wear an approved helmet and have working front and rear lights.
- The finish area **MUST** be kept clear of riders at all times, do not stop, do not interfere with the timekeepers.
- Marshals are placed around the course. They are there for your safety but are not there to direct traffic or to tell you when it is safe to proceed. You are responsible for your own safety!
- Crossing the white line and riding on the wrong side of the carriageway at the left turn onto Blackmore Road will result in **disqualification**.
- There are numerous large potholes on the course. Most have been marked with yellow paint. As always please ride in a position where you can comfortably look forward at all times.
- The start and finish locations are in residential areas. This is an early start on Sunday, please be respectful to the local community by keeping noise to a minimum.

Headquarters - Open from 7am

Mountnessing Village Hall - Roman Rd, Mountnessing, Brentwood CM15 0UG.

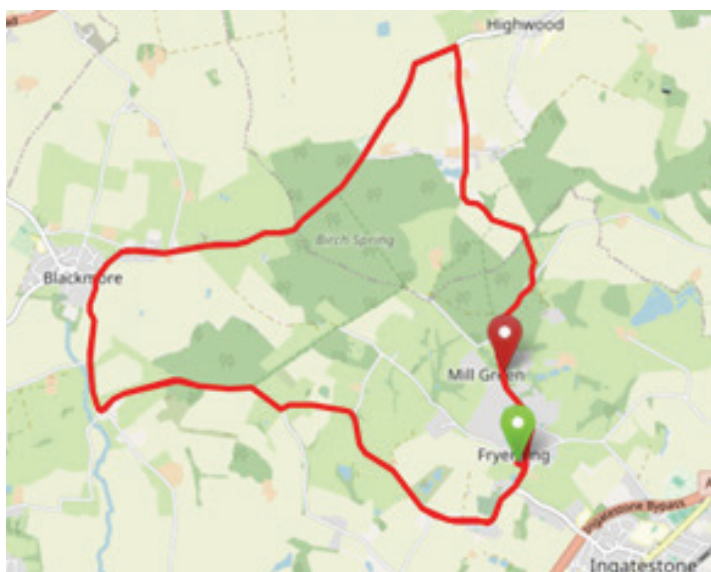


There is ample free parking available onsite. Riders are required to leave vehicles at HQ and ride to the start (2.4 miles). There are very few places to park safely on the course, please do not try!

A full range of **drinks and cakes** will be available after the finish. Tea and coffee will be complimentary, cakes are £1.50 each, payment by cash or card.

Course Details - E83/25

START (GR 641004) at E.P.1 (opposite), 60 yards into Beggar Hill, Fryerning. Proceed left into Mill Green Road and continue through Fryerning and Mill Green to take a left turn at Viper PH. Take left again at High Woods, past Blackmore Pond. At Park farm bear left into Ingatestone Road, left again at Wood Barns Farm to complete the first circuit (8.16m). Repeat circuit for a second (16.32m) and third time (24.49m). On completion of the third circuit continue to Mill Green to FINISH (GR 639011) opposite Post Box, 60 yards before Cricketers PH, next to Hardings Lane (25.03m).



Roadworks

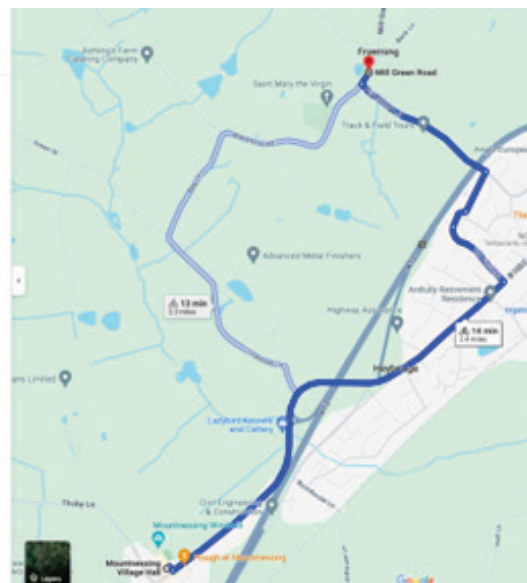
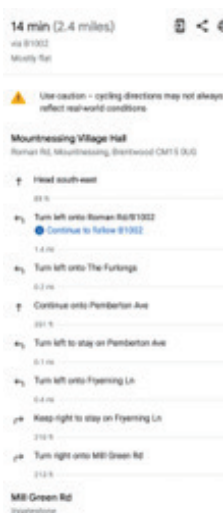
There are a number of roadworks finishing or starting around the day of the event. We have not identified any works that will prevent the event from proceeding as planned. But, as I have learned from experience, things do crop up at the last minute. The E9/25 was originally booked as a backup course in case of roadworks but sadly the far end of the course now has a road closure on the 19th so is not viable as a backup.

As such, please keep an eye out for emails on the 18th should there be any changes to the current plans.

Directions: HQ to Start

It is under three miles to the start. **To minimise time spent on the course, please ride to the start through Ingatestone.**

When turning right at the top of Fryerning Lane, be aware you will be entering the circuit. Take care to ensure you do not impede riders on course.





Photographs by Omnirocker (omnirocker.com)

Secrets of The Vipers – A course guide by Shaftesbury Captain, Kevin Baumber

THE START

Emerging from a side road you are straight onto a short flat section, over the finish line and passing the pubs towards a descent, we'll talk about this entire strip later as this is a 3 lap race. All you need to know for now is that there is an enforced rest coming up quickly so you can give some beans at the start, and look good as there'll be cameras!

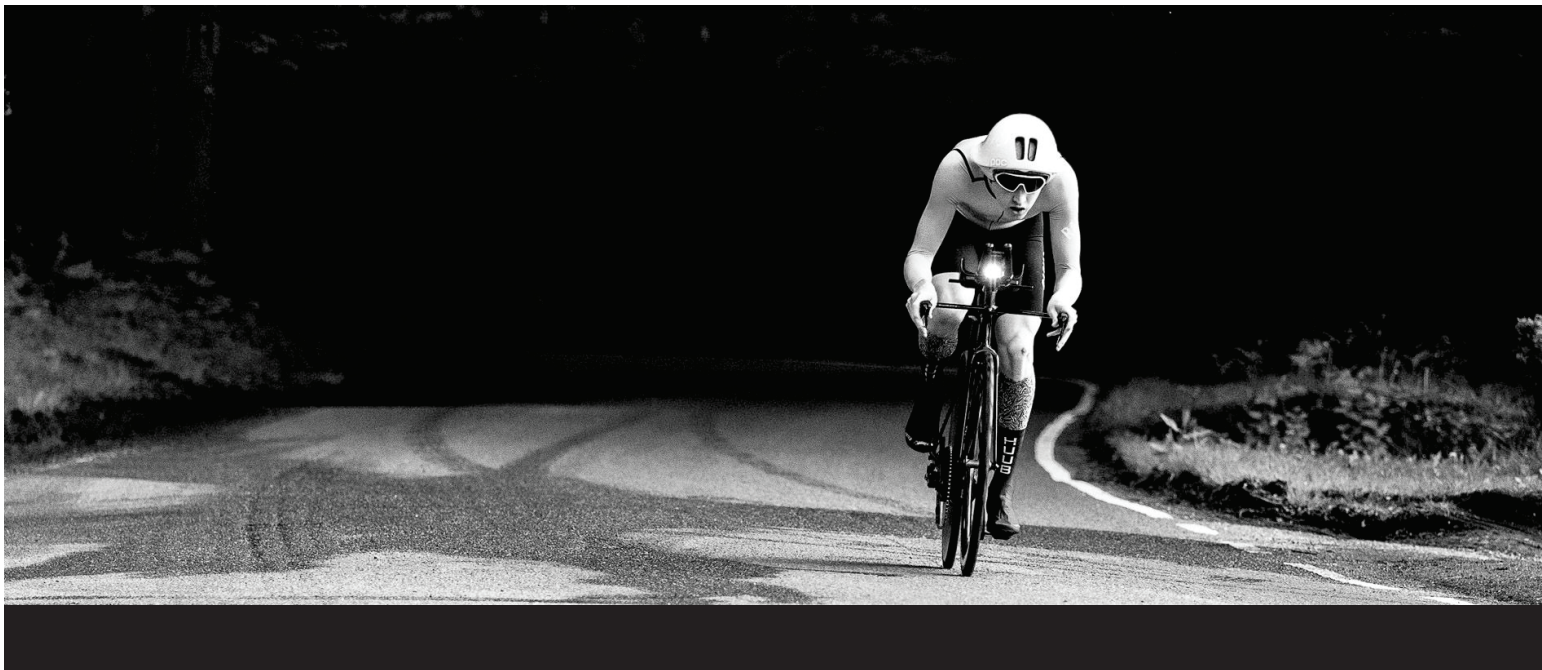


Sector 1 – The Vipers descent to the turn

You'll come in hot to a sharp left/right/left just after the Vipers pub. Stay safe, this is a tricky and blind chicane. Do what you are comfortable with, it's crazy to try and stay on the skis if you are on a TT, sit up for the difficult corners. Where possible drop back down to aero, which is most of the way down, but know your routine. It starts 90 degrees left, then immediately the first right hander is 90 degrees right, off camber, and blind - but can be taken efficiently with a clean line - but don't cross into the oncoming lane. This is as tight as it gets. Tight left straight away then FAST down the open straight – the sweeping left that follows a little further down can catch you off guard by swinging you out. Where you can see clearly ahead you can employ top gear. There are little rises along the way but this is a steep downhill.

Once the road opens up it's back to business, spin up and focus on aero – start mental preparations for the upcoming rise in the next sector.

Stay in lane on reaching the T junction where you are going left. It is DQ to cross the middle lines on entry or exit. Sitting up to turn is essential, before returning to the bars if you are on a TT. Stand and stamp on pedals to get momentum back once around the bend.



Sector 2 – Turn to the woods

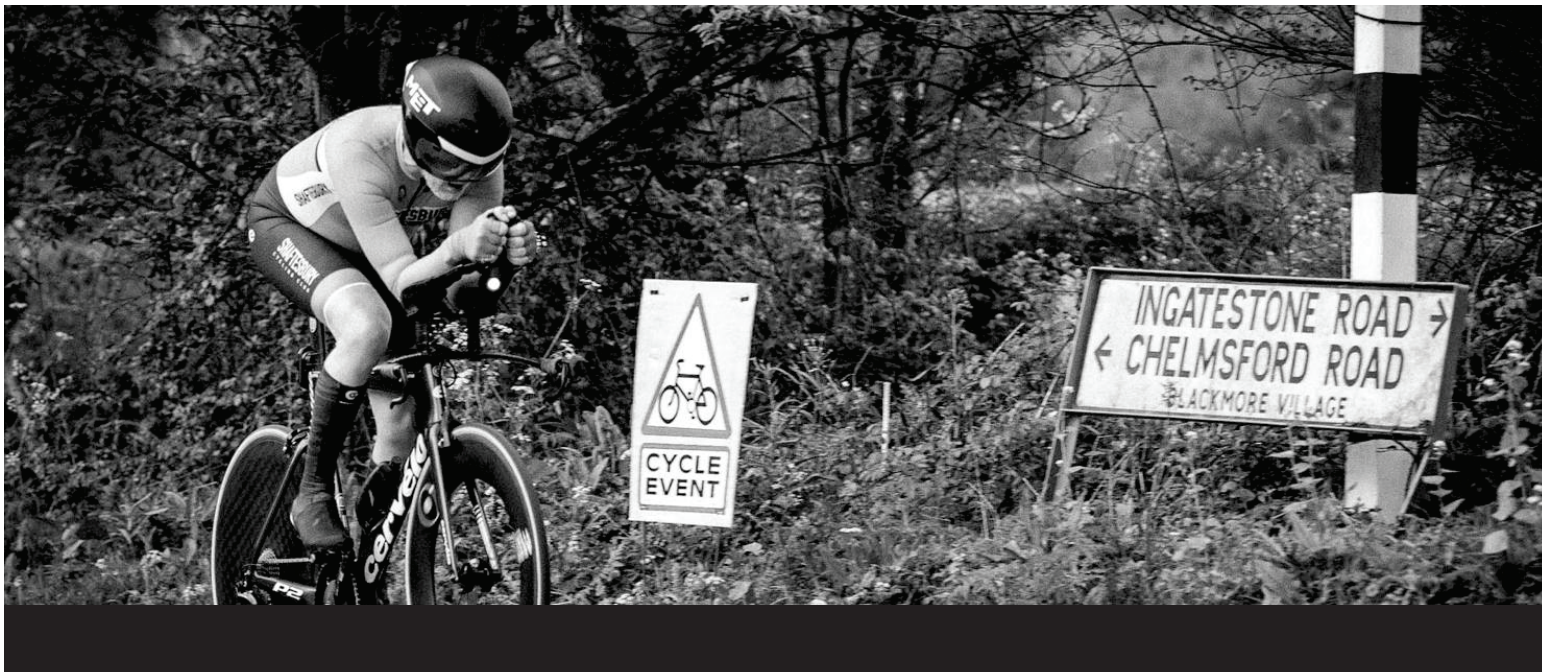
The first section after the turn is flat but sticky, continue to talk to yourself about how hard you can go after the bend. Past the bend the road to the woods is a false flat that feels like the Ventoux. Remember it's the same for everyone. This is the one of two definitive sections in your race. The less time spent going slowly here, the faster your time – go into the red and make your best effort all the way to the dark part of the woods. If you think you can sustain the effort you are making here to the end you are going nowhere near hard enough. Once the work is done make a final little burst to get back up to speed before recovering; recover at speed.

Sector 3 – Woods to the Jessops bend

The reason you can go into the red up the rise is that the long section that follows (4 – 5 mins for fastest riders) is easy and super-fast from the moment you emerge from the woods.

There is another big effort coming in the next Sector so we want to arrive there ready to rock and roll. That said there is free adrenalin and fast road here and every second counts. Spin up to a nice high cadence and get super aero. Caution at the bend just out of the woods but once you see it is clear press down to get a high cruising speed to head towards Blackmore. Try to reach top gear for at least some of the run to the Blackmore speed signs. It is possible to stay down on the bars at the pond bend by taking the correct line, but only when you know it, be safe. Push over the little hump thereafter to maintain speed. The rest is downhill to Jessops bend.





Sector 4 – Jessops to Green St turn

Jessops is the name of the tight left hander with the turn offs to Hay Green Lane and Mountnessing Road – we're hugging left up the hill, the second definitive section where the race is pretty much decided. The less time you spend going slowly up here the biggest difference you can make to your time. There is lots of recovery straight after the slope so it's ok to go into the red again. Remember you will get recovery shortly, dig really deep here.

Upon cresting don't just stop, the key is to recover at speed so once the climb is done one more brief effort after the incline to get rolling at speed, then recover. Downhill to the turn means brakes are coming on so no need to waste energy just before. Take recovery, but do it at a decent speed. There is a brightly coloured marshal at the bottom pointing for you to turn left into Green Street.

Sector 5 – Turn to Fryerning Bump

This section has tree cover and the temptation is to switch off as no one is watching. The clock is watching. This section is not hard, don't give it too much respect. It is fast so make the most of it, you should be able to hit speeds that make some corners almost an issue. The undulation is dip followed by rise so push the downhill to create super speed to negate the uphill part by getting a free ride up with momentum. The road tilts up a little bit after Bag Lane but it is not tough, do not respect it, stay pressed in your position and treat this entire sector as fast, too many people just let it pass. Stay in position.

Caution at the tight left bend at the end and select a lighter gear for Fryerning bump – then the bump itself. In truth it is tiny even though very steep, you can stay aero here in position on a TT bike, few seconds of big seated power – but whatever you prefer, rider choice (cooler pictures if you stand and snarl). If you must get out of the saddle then get back asap, but you don't need to sit up, you can spin up instead.



Sector 6 – Start/Finish flats to the top of Vipers

This sector is tricky because there's nothing special to focus on. It's neither super quick nor slow, it's another temptation to switch off. After Fryerning Bump the first thing is to spin up to speed again, don't just carry on having beaten the bump, you need your speed back first. The thing here is to remember that there is a big break coming up on that Vipers descent soon, so a chance to recover. You have to spend that energy first. The road starts going down at the white house a long way before the next big bend and descent, and there might be hold ups there as the road snakes so other riders or cars may hold you up. All that means you can work hard from the Church to the pub, you'll make up time versus just going through the motions.



2 more laps

... and repeat. This course will lie to you, it'll tell you it's hard, it'll tell you it's slow. It's neither.

Almost no one finishes a Vipers race the first time happy that they could not have gone any harder, it'll trick you like that. The key is to constantly refocus, start over on every section, one at a time. Whatever your dialogue is, have a busy one. This course is special, be a part of its history, make your mark on it. **Tame The Viper**

START SHEET

Number	Start Time	Name	Club	Machine	Classification	Category
1	8:01	Ruth Stapleton	Newhall CC	Road Bike	Female	Veteran
2	8:02	Deborah Coyle	Shaftesbury CC	Road Bike	Female	Veteran
3	8:03	Paulina Mozal	Chelmer CC	Road Bike	Female	Senior
4	8:04	Stuart Jago	Southend Wheelers	Road Bike	Open	Veteran
5	8:05	David Lobley	Essex Roads CC	Road Bike	Open	Veteran
6	8:06	Ted Jeory	Redbridge CC	Road Bike	Open	Veteran
7	8:07	Alex Eason	Chelmer CC	Road Bike	Open	Veteran
8	8:08	Tim Landon	Shaftesbury CC	Road Bike	Open	Veteran
9	8:09	Martin Hawker	Redbridge CC	Road Bike	Open	Veteran
10	8:10	Peter Connolly	Shaftesbury CC	Road Bike	Open	Senior
11	8:11	Mark Curtis	Redbridge CC	Road Bike	Open	Senior
12	8:12	Kit Allum	Southend Wheelers	Road Bike	Open	Senior
13	8:13	Kane Ferguson	Redbridge CC	Road Bike	Open	Senior
14	8:14	Sam Swaysland	Athlon CC	Road Bike	Open	Senior
15	8:15	Mark Thurlow	Shaftesbury CC	Road Bike	Open	Veteran
16	8:16	Marc Brant	Basildon CC	Road Bike	Open	Veteran
17	8:17	Stephen Murphy	Shaftesbury CC	Road Bike	Open	Veteran
18	8:18	Patrick Claridge	Chelmer CC	Road Bike	Open	Veteran
19	8:19	Joseph Chapman	Crescent Wheelers CC	Road Bike	Open	Veteran
20	8:20	Paul Donegan	Chelmer CC	Road Bike	Open	Veteran
21	8:21	Barry Simpson	Southend Wheelers	Road Bike	Open	Veteran
22	8:22	John Paduano	Southend Wheelers	Road Bike	Open	Veteran
23	8:23	Jamie Bishop	Newhall CC	Road Bike	Open	Veteran
24	8:24	James Lonergan	Southend Wheelers	Road Bike	Open	Senior
25	8:25	Lewis Duffield	Athlon CC	Road Bike	Open	Senior
26	8:26	Bob Cliff	Redbridge CC	Road Bike	Open	Veteran
27	8:27	Aaron Green	Shaftesbury CC	Road Bike	Open	Veteran
28	8:28	Daniel Shanney	Redbridge CC	Road Bike	Open	Senior
29	8:29	Duncan Gilbert	North Essex Velo	Road Bike	Open	Veteran
30	8:30	Kevin Baumber	Shaftesbury CC	Road Bike	Open	Veteran
31	8:31	Sean O'Sullivan	Hart Performance Coaching	Road Bike	Open	Senior
32	8:32	Mike Debney	Verulam Really Moving	Road Bike	Open	Veteran
33	8:33	Colin Ward	Primo RT	Road Bike	Open	Veteran
34	8:34	Claire Lee	Shaftesbury CC	TT Bike	Female	Veteran
35	8:35	Elspeth Knott	Colchester Rovers CC	TT Bike	Female	Veteran
36	8:36	Rachel Halamandres	Basildon CC	TT Bike	Female	Veteran
37	8:37	Karen Aylen	Maldon & District CC	TT Bike	Female	Veteran
38	8:38	Camilla Wilkes	East Essex Triathlon Club	TT Bike	Female	Veteran
39	8:39	Julia Freeman	Easterley Road Club	TT Bike	Female	Veteran
40	8:40	Jan Harvey	Southend Wheelers	TT Bike	Female	Veteran

START SHEET

Number	Start Time	Name	Club	Machine	Classification	Category
41	8:41	Lauren Harding	Chelmer CC	TT Bike	Female	Senior
42	8:42	Louise Robinson	Shaftesbury CC	TT Bike	Female	Veteran
43	8:43	Ron Naman	Shaftesbury CC	TT Bike	Open	Veteran
44	8:44	Robert Pisolkar	Shaftesbury CC	TT Bike	Open	Veteran
45	8:45	James Conway	Metropolitan Police Cycle Club	TT Bike	Open	Veteran
46	8:46	Scott Beard	Shaftesbury CC	TT Bike	Open	Veteran
47	8:47	Neil Hughes	Schils - Doltcini RT	TT Bike	Open	Veteran
48	8:48	Daniel Jago	East Essex Triathlon Club	TT Bike	Open	Veteran
49	8:49	Nacho Fernandez	Southend Wheelers	TT Bike	Open	Senior
50	8:50	Henry Jago	Lee Valley Youth CC	TT Bike	Open	Youth
51	8:51	James Bromley	Hart Performance Coaching	TT Bike	Open	Veteran
52	8:52	Anthony Whale	Blue Light Cycling Club	TT Bike	Open	Veteran
53	8:53	Colin Doe	Ford CC	TT Bike	Open	Veteran
54	8:54	Ian Damant	Becontree Wheelers CC	TT Bike	Open	Veteran
55	8:55	Paul Gribbon	Southend Wheelers	TT Bike	Open	Veteran
56	8:56	Stewart Fung	Redbridge CC	TT Bike	Open	Veteran
57	8:57	Graham Hurrell	Basildon CC	TT Bike	Open	Veteran
58	8:58	Paul Wyatt	Shaftesbury CC	TT Bike	Open	Veteran
59	8:59	Chris Connelly	North Essex Velo	TT Bike	Open	Veteran
60	9:00	Geoff Bores	Ford CC	TT Bike	Open	Veteran
61	9:01	Matt Steel	Pronto Bikes	TT Bike	Open	Veteran
62	9:02	Simon Ginger	Shaftesbury CC	TT Bike	Open	Veteran
63	9:03	Paul Ruffy	Eat Plants Not Pigs CC	TT Bike	Open	Veteran
64	9:04	Dan Jenkins	Hart Performance Coaching	TT Bike	Open	Veteran
65	9:05	George Wakefield	Maldon & District CC	TT Bike	Open	Senior
66	9:06	Adrian Tovey	Maldon & District CC	TT Bike	Open	Veteran
67	9:07	Charles Langford	Southend Wheelers	TT Bike	Open	Youth
68	9:08	Ben Newman	North Essex Velo	TT Bike	Open	Veteran
69	9:09	Noah Knock	Victoria Cycling Club	TT Bike	Open	Veteran
70	9:10	Ramsey Kechacha	Shaftesbury CC	TT Bike	Open	Senior
71	9:11	Matthew Saunders	Team Vision Racing - Silverhook	TT Bike	Open	Veteran
72	9:12	Andrew Whelan	Schils - Doltcini RT	TT Bike	Open	Veteran
73	9:13	Nicholas Knight	Hart Performance Coaching	TT Bike	Open	Veteran
74	9:14	Paul Turton	Team Vision Racing - Silverhook	TT Bike	Open	Veteran
75	9:15	Peter Harding	Chelmer CC	TT Bike	Open	Veteran
76	9:16	Alfie Salmon	Hart Performance Coaching	TT Bike	Open	Espoir
77	9:17	Samuel Thienel	Elysium Kalas Race Team	TT Bike	Open	Senior
78	9:18	David Halliday	Team Bottrill	TT Bike	Open	Veteran
79	9:19	James Jenkins	Hart Performance Coaching	TT Bike	Open	Senior
80	9:20	Timothy Torrie	trainSharp	TT Bike	Open	Senior

Handicapping by Spindata (www.spindata.co.uk)

Spindata is a system for ranking time trial results across the UK by using time and relative position to others. Spindata has been developed to recognise the achievements of all riders, whatever their ability. The Spindata algorithm generates a predicted time for an event using a rider's past riding history, course and weather conditions. This predicted time will be used as your handicap for the event. If you have not ridden sufficient events to generate a predicted time, you will not be eligible to compete in the handicap category. Predicted times will be published on Wednesday 15th May.

Timing systems by Time Trial HQ (www.timetrialhq.com)

Time Trial HQ is a revolutionary new timing system built in partnership between the Shaftesbury Cycling Club and HCS Technologies Ltd. The system provides tablet based timing solutions for time trials with real time calculation of split times & results, all published back to HQ for display on a live results board. After extensive testing in both club and open events the system will be made available for limited numbers of CTT affiliated clubs to trial mid 2024.

To find out more, contact support@hcstech.co.uk.

About the Shaftesbury

Shaftesbury Cycling Club is one of the oldest continually existing sporting clubs in the world. Established in 1888, less than 3 years after the invention of the modern bicycle, "The Shaftesbury" has thrived for over 130 years.

From its headquarters by the picturesque windmill at Mountnessing Village Hall in Essex, Shaftesbury CC blends the finest traditions of the local UK club cycling scene with a modern and forward looking presence, a full roster of events, generous benefits, and friendly and inclusive attitude.

Whether a complete beginner, veteran plodder, or dedicated racing athlete, "The Shaftesbury" offers support, advice, and friendship to every rider. It is truly remarkable what the bicycle can do for those that recognise its near magical properties for the soul and adventure. Joining our club helps unlock that potential, expand opportunity, and build pride in being a part of history.

Find out more - www.shaftesbury.cc

Save the Date!

NEXT EVENTS

Sunday July 14th - The 108th Edition of "The Shaftesbury Open 50" - A monument of the UK Time Trial scene.

See CTT website for more details.



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