



Nomads News

www.hitchin-nomads.net

The news letter of the Hitchin Nomads Cycling Club

Editorial

Hi Folks

We start this month with some good news from Dave, where he has got a good result from his accident two years ago. Another reminder that we should belong to either the CTC or British Cycling.

Thanks to Steve for his input at Captains Corner.

Now Dave's settlement is what I call good timing because the comic published their Bike Buyers Guide last week. The bikes start at £279 and run up to an eye watering £7030.

So, you have worn out your winter bike and its time to renew.

I had a drool through the list and one or two things caught my eye, such as the cheapest steel frame was a Geoffrey Butler frame at £250 with a Campag Mirage chainset £850.

The cheapest Titanium frame was £566 with a 105 chainset making price £1392 and being sold by Van Nicholas.

The cheapest carbon bike was the Focus with a 105 chainset at £700 and with Ultegra £800. I thought the Hinde bikes were interesting in the variation that they offered. They have a budget frame at £199 and with Tiagra chainset the price is £525 but with Dura-Ace on the same frame the price is £1225. I have heard of upgrading the group set but never upgrading the frame; BUT who would buy it?

I think the better buy would be the Hinde frame at £449 with a Tiagra chainset at £775.

So I make my case for a new bike and management asks, "Which one are you going to sell", pardon says I, "none my love", "then where are you going to put it?" asks management. "I will think of somewhere to put it, err, what if we sold one of your bikes?". "No No No" comes the swift reply. Oh well back to the drawing board. Now if I

Clive

Medium Gear 25 Result

Tony Anderson	1:10:35
James Cornell	1:14:16
Michael Webb	1:16:28
Clive Collins	1:27:54
David Ledgerton	DNF
Andy Saunders	DNF
Anthony Perkins	DNF

David: stripped his hub thread

Andy: thought the wind was too strong

Anthony: off course

Timekeeper Frank Turner

Pushing Off George Waterhouse

Bright and sunny, but v strong NE wind.

The above report is as I received it from David. For v strong NW wind, read:

Gee whiz! That was a rip roaring chase your toupee sort of weather. So that makes Tony's time truly amazing.

Well done Tony.

Two-up Team Time Trial Result

Andy Saunders / Michael Webb	1:06:29
Toby Byth / Jamie Tomlin (Punc)	1:18:35
Richard Bland / Clive Collins	1:20:43
Solos	
Andrew Herbert	1:09:36
Non Nomads	
Jeremy Prodger	1:12:31
Rob Hemming	DNF Punc

Timing David Ledgerton

Pushing Off Frank Turner & Tony Furby

Conditions were overcast at the start but the sun was shining by the finish of the event, there was a NE wind blowing that made progress up to the growers a little testing.

Well done to Andy and Mike on winning the event also Toby and Jamie for keeping going even though they lost time with a puncture but managed to hit their target of catching Richard and myself before the finish

and most of all congratulations to Richard for completing his first 25 TT in about 2 years.

Captain's Corner

Ahh the joys of racing again. Riding down the B656 from Codicote to Hitchin with a wind behind me and over 30 mph showing on the computer everything feels great, then we swung left and had to climb St Paul's Walden into the teeth of the wind and suddenly the real challenge begins. You overcome this and power to the finish feeling exhausted but happy. The sense of satisfaction from completing a time trial (regardless of what time you have recorded) is unrivalled.

With the Spring hilly and medium gear out of the way the racing season is now getting into full swing and we see some familiar names at the top of the leaderboards (Mr Webb, Saunders and Anderson) but there are a number of us closer behind than last year to give you a run for your money this season!

The key to retaining the Interclub trophy is strength in depth, and things are looking good on that score. From first to last we are able to muster a good number of riders and that is what we need for the first event on April 22nd. It's only 10 miles so even if you haven't raced before there is no excuse not to turn up and have a go. The way the scoring system works it is feasible for even a 32 minute 10 scoring us points which could make the difference between retaining and losing the trophy, so please email me to confirm you want to ride ASAP.

Whilst we get a lot of riders to our club events we still don't seem to have many people riding open events. If you fancy trying them but need to know how it all works please contact me and I'll talk you through the process. If you want to get a fast 10 or 25 time you won't do it on our club courses so you're best getting out there at a weekend and riding some open events. Forthcoming ones for your diary are:

6th April - Welwyn Wheelers 50km - A counting round of the millennium series trophy which we are targeting this year

9th April - Bishops Stortford Hilly 28 mile - I'm sure Mr Ledgerton would appreciate the company on the day!

15th April - Beds Road F1/25 (slowest 90 entries) - Fast course and you should get in even if you have no personal best at the distance

Then you can all have a nice rest before the Interclub 10 on the 22nd ☺. If you want to enter any of the above and need some guidance please drop me a line.

Don't forget that the midweek club 10's also start at 18:30 on April 3rd on the usual Southill course as well.

As a final point of interest (maybe.) I found an interesting thread on a forum the other week (www.timetriallingforum.co.uk) all about the fastest times over 25 miles. Most of you will probably know that Boardman holds the record at the distance with his staggering **45:57** which equates to **32.6** mph! But did you realise that there have been 19 guys inside **49** minutes now? Rides inside **48** minutes are somewhat rarer though with only 6 people having done it and only three have beaten **47** minutes. With such a mild winter it'll be interesting to see if anyone else enters this rare group this year, but as we are losing fast courses every year it may be the **45:57** stays unbeaten for some time!

Have fun all, and don't forget to email me to enter the Interclub!!

Steve

CTC GET A RESULT

Some of you will remember that back in the mists of time, some b***** tried to kill me when he/she pulled out in front of me from a side road. I hit them doing the best part of 30mph and landed upside down on my head and shoulder. The b***** then drove off and just left me for dead in the road. My bike was damaged, my clothing destroyed, my helmet split in four places and of course I suffered that broken collar bone.

All this happened in May 2005 - gosh is it that long ago? In December 2005 I finally figured out that I could get compensation for

my losses through the MIB. The CTC did the work for me by getting their posh City Solicitors on the job. An offer was made nine months ago - but that posh City Solicitor advised that it was "pitiful" and we refused it.

The MIB said that because we didn't have a drivers name (insured or not) then my claim could not be as high - 20% knocked off my personal injuries and losses, nothing for Jill caring for me and so on. The Solicitor said this was "case law", I said "what a nonsense" and dug my heels in. Then the MIB lost my notes - no problems I keep copies of everything! Then it was "we'll review the case next month" - but next month came and went several times over. I even sent my claim a 1st birthday card and tried to arrange "visiting rights", but they didn't appreciate my sarcasm! I'd even considered lobbing a few bricks through their office window during my lunch break - they are close to where I work in MK. But all to no avail - I was so very close to accepting the offer of nine months ago, but that Solicitor convinced me to hang on just a bit longer.

So, fifteen months on from submitting the claim, medical examinations later, lost notes, delaying tactics, setting new case law, birthday cards, guess what? WE HAVE A SETTLEMENT. YIPPEE!!!!!!!!!!!!!!!!!!!!!! - good on the CTC, good on that posh City Solicitor.

So, you'll be seeing me with some nice new bike kit this year. Will it make me any faster? I doubt it, but boy will it feel good every time I look at it!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Dave Wentworth

Cheapskate dilemma

I had to renew the brake blocks on my bike this week.

I was pleased that I got six and quarter years wear from them. I have replaced them with the same make of block (Shimano BR-1055).

Now for the dilemma.

When I was young if you replaced brake blocks on your bike, then that's all you did, just replaced the blocks, which fitted into their own housing. Now you remove the whole block, which is worn out and should be thrown away, but there are four stainless-steel M5x10mm bolts that are in good condition, which I cannot bring myself to throw away.

These bolts will join all my other bolts in the box 'which might come in useful'. If anybody needs a M5x10mm bolt please give me a call. Clive

April Club Runs

April 1st	Waresley Garden Centre
April 8th	Bedford Town Centre Kiosk
April 15th	Tylers Garden Ctre Melbourn
April 22nd	Danish Camp Willington
April 29th	Burwash Barns Barton

Orange, Whyte & MARIN Demo Day

Sunday April 15th 2007 – 10.00 to 17.00

Rowney Warren Wood, Chicksands Bedfordshire SG17 5TQ

A chance to test ride all the 2007 offerings from Orange, Whyte & Marin Mountain Bikes at the superb home of Beds Fat Trax. Rowney Warren Wood at Chicksands.

Area, For XC riders there is the 2.5-mile Blue route, suitable for beginners and the more demanding 3.5-mile cross country route with more single track, a number of short, but steep climbs and descents. In addition there is an optional technical loop through the Freeride which provides additional drops and jumps.

Chicksands features a Dual Slalom course with a starting ramp and ends with a massive 180-degree berm. The Dirt Jumps feature two 6-packs (small and medium sized jumps). The Free ride features "ChickShore" – Inspired by the Canadian Vancouver "North Shore" constructions, this consists of a series of elevated wooden ramps and runs designed to test balance and bike control. Downhill Runs – Start from the top of the Freeride Area and run down over a series of drops and jumps.

Representatives from Orange, Whyte and Marin will be on hand to assist.

Riders will be required to sign an indemnity and provide one form of photo id (passport or drivers license), which will be retained for the

duration of the test rides. Riders under 18 must get a parent or guardian to sign the indemnity.

Route 51 Cycles

**The Forest Centre, Forest of
Marston Vale, Station Road
Marston Moretaine, Bedfordshire
MK43 0PR**

www.route51cycles.co.uk

enquiries@route51cycles.co.uk

Media Watch

**I spotted this article and thought the
membership would be interested.**

**From our European Parliamentary
Correspondent**

Brussels

EU directive for tyres

The office of commissioner for transport have issued a directive for tyres on all road-going vehicles and carriages that do not fall within the regulations at present, to be checked annually to harmonise the checking procedures with the tyres on vehicles that do fall within the regulations.

EU Directive A1407853531/Section 10/ Paragraph 5 states that all horse drawn vehicles with pneumatic rubber tyres should not have tread depth of less than 0.5 mm across the whole tread. Horse drawn vehicles with solid rubber tyres manufactured prior to 1950 are exempt, but post 1950 tyres without tread should be submitted to a tyre agent for a tread to be applied. (Section 11 paragraph 6 states that the tread can be either glued on to the tyre or a tread can be cut into the tyre provided there is a minimum of 50mm between the bottom of the tread and the wheel rim). Horse drawn vehicles wheels with steel rims should be 5.0mm thick as a minimum.

Section 15 paragraph 10 human powered carriages, states that all multi-wheeled carriage tyres (paragraph 10 C to H includes – unicycles, bicycles, tricycles, quad cycles and children’s cycles both bicycle and tricycle - bicycles and tricycles with plastic wheels that

are used exclusively on the footpath are exempt) will have a tread depth that should not be less than 0.5mm.

All solid cycle tyres without exception are to be submitted to a tyre agent to either have the tread glued on or have a tread cut into it. There will be a standard of 15mm between the bottom of the tread and the wheel rim.

Slick tyres will have an anti-slip certificate issued at the time of purchase. The general wear on the tyre should be monitored at all times and should not have any cuts of more than 5mm in length and 0.25mm in depth.

Tyres with a raised tread pattern within the meaning of the directive will be classed as slick tyres and would require an anti-slip certificate and the same regulations would apply as with slick tyres.

All machines will be issued with a logbook that should be presented to a tyre agent annually for checking and signing off.

This directive is scheduled to come into force in July 2008 when all new tyres purchased will be issued with a logbook, with full implementation by July 2010 when any tyres without logbooks should be scraped and recycled.

For horse drawn vehicles the directive states that any contravention of these regulations will leave the person liable to a maximum fine of £500 per tyre.

For cycle owners the directive states that there will be a £100 fine for each tyre.

All persons under 18 years of age will be recognized as a minor and any offence that they commit will be the responsibility of the parent or guardian.

The Transport commissioner is in consultation with representatives of the tyre manufacturers to explore the possibilities of manufacturing tyres with bar codes and sold with smart cards.

The discussions are ongoing, but are not expected to be concluded before the implementation of the directive in July 2008.

Woolfegange Radfahrverein **AP**

More EU hassle, before we know it we will have no time to work. All we will do is fill out forms all day long.