



# Nomads News

[www.hitchin-nomads.net](http://www.hitchin-nomads.net)

The news letter of the Hitchin Nomads Cycling Club

## Late Extra Edition

Editorial

Hi Folks

How did I get the last issue so wrong?

I got the times for David and John wrong for their 100 mile time trial and I was at HQ and copied them off the result board, also not putting in David's time for the Beds Road 10 that was on the F1 the pervious day.

But the worse sin of all, was not giving credit to Ann Bland and Lynda Harrison for covering the catering for the 100 mile TT at very short notice.

**Ladies and Gentlemen I am very sorry please accept my humble apologies.**

I received articles by Steve and Roy Robinson and Richard by return when I sent the Mid-July Newsletter.

Steve's Captains Corner article should have been with the Mid-July Newsletter so rather than wait I have enough to make a readable newsletter with a smile at the end.

## Results

**Let me try again.**

**Beds Road 10**

**Course F1**

**Saturday 14<sup>th</sup> July**

David Ledgerton	24:05
Richard Bland	29:14

**North Mids and Herts 100**

**Course F1**

**Sunday 15<sup>th</sup> July**

David Ledgerton	4:49:57
John Harrison	5:23:16
James Cornell	DNS

Our thanks to Ann Bland and Lynda Harrison for standing in for catering at short notice for this event.

## Briercliffe 10

**Tuesday 17<sup>th</sup> July**

Tony Anderson	24:33
Andy Saunders	26:11
Dave Wentworth	26:22
Paul King	27:01
David Ledgerton	27:35
Clive Collins	29:08
Neil R Fraser	29:16
Richard Bland	31:54
Timekeeper: Frank Turner	
Pushing Off: Tony Furby	

## Captains Corner

All the talk of the weather in the last 6 weeks seems to have been about the volume of rain we've had, but has anyone else noticed how many calm time trialing days we've also had. Of my fourteen events this year only three have been on windy days, the rest have been light winds which makes a pleasant change!

With 6 evening tens to go Neil (JJ) Fraser is looking favourite for the 10 series but Tony Anderson still has enough events left to make a claim for the top spot. There is also a very close battle for second where Andy Saunders and Andy Herbert are split by just 0.05 mph so that looks like it could go down to the wire as well.

Looking at the results over the season I thought it might be worth showing the fastest open rides of the year. Of the results published the top three at the moment over 10 miles is:

Dave Wentworth	22:59
David Ledgerton	23:34
Steve Robinson	24:05

The Beds Road 10 on Saturday morning may have changed this of course with James Cornell and David Ledgerton both in action.

If you want to update your own PB then why not join Paul King and myself on the F12/10 just outside Leighton Buzzard on August 4<sup>th</sup>. This is a pretty quick course on the right day and will certainly see you go a minute quicker than you can manage on the club course. Drop me a line for entry details – [steve.robinson@msd.co.uk](mailto:steve.robinson@msd.co.uk)

**Happy racing!**

Steve

### **Race result**

On 8<sup>th</sup> July Paul King and myself were down to ride the Herts Wheelers 10 on the F20/10 just outside Hertford.

The morning started nice and dry with only light winds so it promised to be a good morning for racing. I arrived at the HQ in plenty of time, got a good warm-up and started. There had been no sign of Paul which didn't surprise me as he had been suffering with a chest infection and wasn't going to ride.

Anyway, I rode well to the turn and was feeling great, looking at the split time a mid to short 23 looked on the cards which would have been a 9 year PB. It was then that I found out that the course drops to the turn and you have to fight your way back up. I made a bad job of the return leg but overall was still pleased with my time of 24:35.

Imagine my surprise when two days later I speak to Paul and he tells me that he rode as well. Having decided not to ride Paul was up early (the joys a four year old son!), saw how good the conditions were and leapt in the car to get to the event just in time to start.

Despite the poor preparation (and recent illness) Paul did an excellent ride to clock 24:56, his quickest time of the year. The time splits show that Paul lost 20 seconds to me on the way out and only 2 seconds on the way back, showing that he made a better job of the return uphill section than I did.

As a course the F20 is one that I suspect would be very quick on a week night with a higher traffic volume, but it is a bit of a slog on a quiet Sunday morning. It is however still up there with the quickest safe courses in the area so no doubt I'll ride it again, just next

time I'll be more prepared for the pain of the return leg!

Steve Robinson

### **Fording**

Some years ago a former Nomad, Colin Smith wrote an article for the Nomads News, I believe entitled "Fording". In the article Colin expounded the joys to cyclist in riding through the water at fords and I am sure we have all, perhaps secretly, enjoyed the mild thrill of splashing through water on our bikes.

On Saturday 14<sup>th</sup> July I rode in the Bedfordshire Road CC's ten mile Time Trial, the route from the Head Quarters in Hail Weston to the start just south of Little Paxton on the old Great North Road involves crossing a stream by a ford but with the alternative carrying your bike up a few steps and across a narrow footbridge, well what would you do? To stop my feet getting too splashed I decided to just coast through the water with my feet in the mid position. The trouble was I didn't have enough momentum to get through, the instant I began to pedal my back wheel slithered away on the slime covered concrete below the water, a nanosecond later I was laid on my back in the stream, another nanosecond later I had done a vertical take off and was paddling out of the stream. Though I had slime stains on my back, my backside my elbows and legs the mobile phone in my back pocket showed no sign of submersion, this I attribute to the speed of my vertical take off in the hope of being unnoticed.

That road has very little traffic and you'd think I could have got away without the embarrassment of being seen, no chance, as just as this had happened a car appeared with a woman competitor in it, on her way to the HQ, the word was out. I heard it myself at the HQ, when I got back and heard about the bloke falling off in the stream!

Anyway, I could say if I hadn't had that fall I would have done a really good ride but I didn't hurt myself and I was quite happy with the ride I did in my first open event in several years even though it was barely under an evens ride.

Ah well that is a “literally” down to earth tale about fording!

Richard

### **An Unusual Training Ride**

I recently spent 3 days working at a hotel on the outskirts of Bristol on a business trip and had the afternoon of the middle day free. It turned out to be one of the few days this summer when it didn't rain so I decided to go for a training ride.

After assembling my bike in the hotel car park I headed down towards Severn Beach to have a look at the new bridge and then followed the coastline round to the original bridge across the estuary. I had heard that there was a cycle path across the old bridge and thought it would be worth trying to find a way onto it.

You gain access onto the bridge cycle path from the roundabout at the junction of the motorway, the “A” road and the slip road to the “Severn View Services” and it really is the most awesome and a little unnerving experience to ride across it.

On your left hand side as you go across the bridge, about 3 feet higher than the cycle path, is a two-lane motorway which you are separated from by a safety fence which is three strands of steel cable. You soon begin to get the feeling that you are riding on the motorway. Not the best feeling but wouldn't it be great if we had a cycle lane like that alongside the A1?

On the right hand side of the path, about 10 feet away, is a waist-high metal railing fence and an enormous drop to the water. Riding along I couldn't help thinking that it would be good if the wind remained head on and did not suddenly begin to blow from the side!

(Oh what a choice, would you rather be blown onto a motorway or over the edge into the river!) However, the wind remained head on and I got to the other side and into Wales before turning round and heading back over the bridge.

The views are absolutely fantastic, and it is a lot safer than I make it sound, so if you are in

the South West and fancy a very different and unique experience on your bike it is well worth the effort.

Roy Robinson

### **Interval Training**

Training and the way we as cyclists go about it is a very personal thing depending on what time anyone has to train while balancing work and family commitments.

Nobody can argue that great strides have been made over the last 20 to 30 years in improving training techniques; with heart rate monitors, recognising diet and rest as factors in the fine tuning of the overall training system.

For me the above paragraph is a bit academic as all I do is ride my bike and then when March comes round and somebody whispers in my ear 5 4 3 2 1 go, I then try and ride the bike a bit faster, with the target of riding it bit quicker at the end of season than I did at the beginning.

I was chatting to Dave Wentworth at the finish of the evening 10 on Tuesday and he made a statement that was a blast from the past as far as I was concerned.

He said that if you wanted to ride fast then you should do 2½ mile intervals over 10 miles on flat roads and that riding up hill didn't improve your speed.

Now, while recognising that 2½ mile intervals would improve your speed, by the same token so would attacking hills because all we are both doing is raising our heart rate to cope with the stresses that we are putting on our bodies.

Graham Obree trained on hills when he took the hour record, so what is good enough for Graham Obree is good enough for me.

Clive

### **Tailpiece.**

Tandem passing man with stopwatch.

Stoker has her feet on the handlebars, pilot perspiring heavily.

**Wife ‘You talked me into coming out to the time trial on a Sunday and the best you can do is a 1-22!’**

