



Nomads News

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The news letter of the Hitchin Nomads Cycling Club

Editorial

As another season draws to a close with the Charlton Hill Climb as the final event of the season, we now sit in front of computers (or maybe sit down with the result sheets in front of the fire and ask yourself "How did I go that slow!") and go into our folders and compare our results to see where we can improve next season, making mental notes of the events we are going to ride.

But for now, it is the time to relax and to refresh yourselves.

The AGM is due in December and there are a couple of vacancies to fill on the committee.
Clive

Results Charlton Hill Climb October 21st

Andy Saunders	1.16.6
Neil JJ Fraser	1.34.11
Jamie Tomlin	1.43.9
Neil R Fraser	1.49.7
Nick Senechal	1.53.8
Toby Blyth	2.10.4
Nick, Jamie & Luke Senechal	6.01.6

Timekeepers: David Ledgerton

Frank Turner

Pushing Off: John Houghton

For the final event of the season the weather was superb, with bright sunshine and no wind.

It was nice to see Nick and Anne Senechal with their children Luke and Jamie, also Neil Ross Fraser with his partner Philippa and daughter Saffron out cheering on their dads as they huffed and puffed up the hill.

I was totally impressed that Nick went up the hill twice the first time by himself and then with Luke on his own bike and Jamie giving him a hand on the trailer bike.

Having had the group photo taken we then rendezvoused at the Windmill for lunch. The pub has been under new management since last April. Ann and myself ordered Lamb Shank for our meal, the meal wasn't bad but my Ann condemned it because it was served on cold plates. So, next year it looks like it will be a pint, a sherry and two packets of crisps.

Clive

Captains Corner

Well sadly this will be my last Captains corner for the club. After two years in the role the pressures of work and family life mean that I don't now have the time needed to do the job justice.

I have thoroughly enjoyed the challenge over the last two years, in particular getting my teeth stuck into the Interclub competition. Shame we didn't win it this year, but hopefully whoever takes over will take us back to winning ways.

I would say the Captaincy is probably the best position to have on the committee, the work load isn't as high as many of the roles, yet it gives you a great opportunity to talk to and encourage the riders as well as be involved in shaping the future of our club.

So I'd like to say thanks to all of you who have responded to my numerous calls to arms over the years, and I'd also like to apologise for hassling you all so much to ride, but hopefully the results have been worth it!!

Best of luck to whoever takes over, and I look forward to racing against you all next year!!

Cheers

Steve

Situations Vacant

The Nomads AGM is due in December and there will be two committee posts vacant, the first being the Chairman and the second Club Captain.

Both present occupants are finding it difficult to give the posts their full attention due to work and family commitments.

November Club Runs

November 4 th	Hare Street
November 11 th	Café Bliss Bedford
November 18 th	Lassiters café Harpenden
November 25 th	London Gliding Club

CTC membership.

The club has renewed its affiliation to the CTC. This means that club members can join the CTC as affiliated members for £12 instead of the usual £30. You will get the CTC insurance, but not the magazine. Instead you can receive a monthly CTC newsletter by email.

Anyone interested please contact Frank Turner

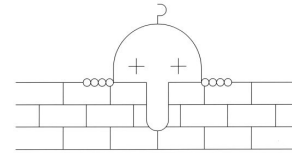
Off road in days of yore

The photo below shows a group of Jolly members of Nomads (Hitchin) CC taken at the bottom of Charlton hill in 1933.

They are celebrating the victory of Bob Wheeler (18 years) in the roughriders' event.

Starting at Ickleford the route went southwest along the Icknield way over the Barton road and Luton road to Temple End. Up Charlton hill, down the track to Gosmore, up Chalk hill to Offley, across Lilley common to Telegraph hill, down to the Barton road and back along Icknield way to the finish.

The winner rode a 'bitsa' machine with lamps, bell, mudguards, and a single speed back pedalling brake. Of those shown, some of the names would be familiar to many of our current members, and the young lady on the left should be recognised by anyone having attended recent AGMs.



WOT! No indexed gears

Mr Artefact.

Fond Memories of Dave

And so it came to pass after 27 years that Mr Dave Wentworth has decided to swap his Nomads colours for those of a new club, one closer to him. A reason I can fully sympathise with as much as I enjoy riding a bike I also enjoy riding a bike with others (despite the trouble I may cause occasionally on club runs). When Dave joined the Nomads I was young budding racer who could not understand the finer points of riding a bike, how to train or what language we spoke in this country.

All of these became increasingly blurred when I met Dave. The evening tens were ridden on something like a 76" fixed, the gear increasing as the season went on (and this on the old FLAT course). During the winter, and it didn't matter whether there was six inches of snow on the ground, Dave was a hard man out in all weather, he would ride a fixed wheel with a saddle bag inside which was a brick. I was never sure if this was to make his training harder or to keep the grip in his tyres as Dave has a BMI less than Kate Moss has (don't ask me how I know).

One Easter a group of us went to Guernsey for a cycling festival. Two things spring to mind from this. Firstly, that Dave likes his tea so that the bag has only been in the water for about ten seconds, and secondly the car he

had at the time was worth less than his bike. Putting on his seatbelt, he pulled the fitting away from the car, where it joined the body it had rusted through! (I don't think that was Graham's car, his always rusted on the front wings.)

But what has really impressed me has been the superb rides Dave has been doing in the past few years. It is easy to go fast when you are young but age tends to slow us. So I take my hat off to you for this and it's such a shame to be losing a rider when he is again reaching a racing peak. Our loss is another club's gain.

Just one thing though.

You seem to have won most club trophies at one point or another, but why did you never road race?

Jamie Tomlin

Media Watch

I have to admit that I am a bit of a sucker for quirky statistics; the article below came from the weekly newsletter sent out by the CTC.

What about the .51 of a cyclist who is half dead, had he been on a Nomads club run? And when you are only eight and a half years away from 75 you don't consider it old!

Just how long *do* you want to live?

We were horrified to read in Monday's edition of The Times that 'cyclists run an increased risk of never getting older'. Their correspondent revealed the shocking truth that for every 100 million hours of cycling 39.51 cyclists are killed. But for how long do cyclists want to live? From these statistics, you could cycle for an hour a day for 6,934 years before expiring. Non-cyclists on the other hand would be content to reach the ripe old age of 75. Read the Times article [here](#).

Le Tour de France

This is a summarised report from the full report in the newspaper.

The route for the 2008 Tour was announced this week. The start is in Brest and the route is anti-clockwise this year.

No rider will be allowed to start unless he has a biological passport; also if he fails the

pre-Tour drug test, which is matched to his biological passport, then he will not start.

The presidents of both the UCI and the WADA plus the Tour organisers were upbeat that they were on the way to solving the problem of drug cheats with the introduction of biological passports.

But the team managers were more cautious with three of them pointing out that biological passports may or may not be the answer.

The Quick Step manager stated that, "It's a good move, but nobody should think that this is the end of doping."

The Saunier Duval's manager added: "It's not the absolute solution. We need clear actions, to know for sure if a rider is guilty or not. If the biological passport can do that then so much the better."

The T-Mobile manager summed it up by stating: "No amount of testing will ever resolve all the key questions of doping. What works best is a change of mentality in the individual, the realisation he should not cheat. We shouldn't just be looking at new measures, because apart from anything else, in doping the criminals are all too often one step ahead of the law."

So there is still a credibility gap to be bridged. If, and it is a huge if, cycling manages to clean up its act via the biological passports then it will be seen as a huge step forward. But should this Tour be blighted by doping again then this latest weapon will be dismissed as yet another failed PR exercise and for many fans, cycling will have taken the wrong exit from the last chance saloon.

Clean up Act

Biological Passports Explained

Originally conceived after the 2006 Winter Olympics, biological passports are medical profiles of athletes, created via blood samples taken at different times during the season. In the case of cycling, six samples will be taken in the first half of the year, at least one being a random check.

Cycling's governing body, UCI, already holds riders' medical profiles and when combined with biological passports they will be able to determine any erratic changes from a rider's average, which result in suspension.

At the insistence of the Tour de France, the tests will be carried out by an independent body, probably WADA. The cost of the programme is estimated to be around £2.5m, much of which will be funded by cycling teams. The French Ministry of Sport estimates between 500 and 700 passports will be completed in time for the Tour start on the 5th July 2008.

Le Tour Long Weekend

This proposal is just a bit of whimsy on my part.

Leave with the tents and trundle down to Portsmouth and catch the night ferry for St Malo.

Leave St Malo in the morning to ride about 75 miles and then pitch the tent, then find a local hostelry for a meal and a beer. The following morning break camp and ride the final 50 miles to Brest to check out the start of the Tour then return via St Brieuc to watch the finish of stage two. And if it fits into the schedule watch the roll out from St Malo before catching the ferry back to Portsmouth.

Clive