



Nomads News

www.hitchin-nomads.net

The news letter of the Hitchin Nomads Cycling Club

Editorial

The interclub is due this weekend and we need to put points on the board to catch up with the Beds Road. Have a good ride.

The following weekend it is the start of Le Tour, so settle back and take in all the action, and the drama, and if you are going to see any stages live, I would appreciate an article.

A new feature for the News is the book review. If you have read a cycling related book and think the membership would be interested, please send me your recommendation.

Many thanks for the photos of the kids racing at Guilden Morden.

I realise that the CTC letter to the council about the redevelopment of Hitchin station isn't of interest to all of you, but it is interesting that the author is pushing certain consulting engineers because of their cycling design at Cambridge station.

Thanks to Nick for forwarding the Prime Coaching flyer.

Racing Results

WhiteWebbs 25

15th June

James Cornell	59:27
David Ledgerton	1:07:46

Winner

Sam Barker	Planet X RT	52:54
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Dave Gudgin 25

17th June

	Time	Handicap
James Cornell	1:02:20	1:02:20
Pontus Axelsson	1:05:26	1:02:25
David Ledgerton	1:06:58	1:03:25
Toby Blyth	1:11:49	1:01:59
John Harrison	1:13:41	
Clive Collins	1:15:19	1:08:06

NB Only those riders who had enough qualifying rides were handicapped

James Cornell did a super ride to get to within 4 seconds of Steve Cotton, and Toby Blyth also rode into contention for the handicap but he will have to go some to better David.

Non Nomads	
Steve Cotton	1:02:16
Stephen Thomas	1:04:56
Rob Hemming	1:07:24
Helen Shulver	1:12:53

Timekeeper: Frank Turner

Pushing Off: David Summerell

Maldon & District CC 10

21st June

Paul King	26:27
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Winner

Garry Poole	API	22:18
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Briercliffe 10

24th June

Richard Palmer	24:35
David Ledgerton	26:50
James Spence	27:09
John Harrison	29:22
David Summerell	30:28
Peter Hanlon	31:37
Frank Turner	33:05
Oran Fraser	34:03

Non Nomads

Robert Cunningham	25:39
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Jon Gilham	25:47
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Rob Hemming	26:42
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Timekeeping and Pushing Off: Clive Collins

Congratulations to Oran Fraser who improved his ten time by 3 minutes 28 seconds.

James Spence is starting to motor, and it's nice to see John Harrison getting some events under his belt.

Now are we going to see a sub 24 minute ten from Richard Palmer on our course this season? No pressure Richard!

"Fast 10" events on the F1

Dear All

Unfortunately we didn't get approval to hold the 3 "Fast 10" events on the F1 from the CTT National Committee, so therefore we won't be holding these events as indicated in the racing calendar.

Regards

David

Event Change

Please Note that the Tuesday evening club event on the 15th July will be the Medium Gear 25 and not a Briercliffe 10 event.

Summer barbecue and Time trial Sat 14th June



If you were not there, you missed a jolly fine afternoon of racing and socialising.

Two courses were used for the racing, and the entry list included riders from the age of 3 to 68, in both cases those at the extremes of the range were not very quick! The young one had an excuse, as his cycle had no pedals!

The 12 mile time trial attracted 7 riders, after which barbecued burgers and sausages with a full range of side dishes plus flans, jelly, and fruit pies with clotted cream was supplied by Richard & Ann Bland. Very professional it was and all!

Unlimited supplies of wine and beer were also provided by Julian Siedlecki.

Whilst all this was going on, around the playing field a course was set out by Nick Senechal using marker cones, and the half

dozen children attending were sent off on their own time trial.

In true 'Boxing Day 10' tradition, an arcane handicap system based on age and type of machine was devised with the following results:



Junior Result.

	Age	Time	Handicap
Felix Axellson	(9)	34sec.-	(scratch)
Luke Senechal	(6)	37s	(22s)
Emilia Axellson	(5)	53s	(33s)
James Hanlon	(5)	40s	(20s)
Jamie Senechal	(4)	1m41s	(1m 16s)
George Hanlon	(3)	1m17s	(27s)

Timekeeper and Handicapper: Frank Turner



Senior Result

Barbecue TT 12 Miles

Course F14/12

Pontus Axelsson/Steve Robinson	2up	28:55
Julian Siedlecki		33:37
John Harrison		34:22
Clive Collins		34:50
David Rossall		35:11
Frank Turner		40:37

Timekeeper: David Ledgerton

Pushing Off: Tony Furby

There is no charge for the wining & dining at the summer barbecue, members just make a donation as they see fit.

Felix was especially pleased as he has been promised the ex Bland, ex Rossall, ex Kitchen, and ex Senechal Peugeot child's racing bike.

Try a bit harder to come next year. It is very much a family do you will enjoy it.

Frank

And thanks to Frank for organising the venue.



Pete Hanlon showing his son how to time trial

July Clubruns

July 6 th	Stanborough Lakes Welwyn
July 13 th	Wimpole Hall
July 20 th	Woburn
July 27 th	Grafham Water

CTT Reminder

12 th July Beds Road CC 10	F1B
13 th July Nth Middx & Herts 100	F1
19 th July Norlond TT Combine 25	F14
19 th July API-Metrow 25	E2
20 th July Verulam CC 25	F2A
23 rd July VTTA London & H/C 10	F12
27 th July Icknield RC 50	F1
3 rd Aug Hitchin Nomads CC 25	F1
10 th Aug Finsbury Park CC 25	F1
16 th Aug Shaftesbury CC 25	E2

Book Review

Two Wheels

By Matt Seaton

If you are a Guardian reader then you will be familiar with Matt Seaton's cycling column in the paper.

If you haven't read his books then I urge to read *Two Wheels*, which is a compilation of his Guardian columns.

His description of riding fixed wheel just makes you want to grab your bike and ride!

Fixed Idea

...Riding a fixed is a powerfully sensual experience. The effect of the fixed gear is that the pedals are forced to revolve whenever the bicycle is in motion, as much by the momentum of bike and rider as by any force applied by the cyclist to the pedals. Instead of the bike seeming merely an inanimate tool that the cyclist puts to work, the fixed-gear bicycle asserts itself as something like a partner. The fixed gives you constant, rich feedback about your speed, the gradient, your cadence, the wind, the state of the road, the condition of your legs. It demands dialogue; it forces its point of view on your attention. To ride a fixed is to find yourself in a deeper relationship with a bike than anything you have hitherto realised. It is as if it has a mind of its own. You must treat it with respect and tact. If you do, then it will reward you with the smoothest, most comfortable, most subtly satisfying miles you will ever ride. If you choose a sensible gear, then you will roll as if there were always a gentle tailwind at your back. The miraculous sensation, transmitted through the cranks, that the bike "wants" to keep moving forward, that it is willing to work with you, somehow plants the idea that this is a perpetual motion machine, devised just for you....

As I said you just want to get on the bike and ride.

Media Watch

Campagnolo 11 Speed

This is the hot news of the week, that Campagnolo have launched their 11-gear cassette, Campagnolo have narrowed the chain from 5.9mm to 5.5mm to cope with the 11th gear in the same space as the 10-gear cassette. So it follows when do they develop the 12-gear cassette and the 5mm chain. The 11 speed will be used by 7 riders in the Tour. The cassette will be on sale next year. Who will be the first in the club to have an 11-speed cassette?

The traditionalist in the club will be huing into their beer and asking WHY! But as Matt Seaton points out in his book *Two Wheels* cycling needs this research and development to produce what he called cycling bling, for people with the disposable income to buy these high end bikes which has the effect of raising the cycling profile.



TRACK COACHING SESSIONS

For Novice, Intermediate and Experienced Riders

**At Welwyn Track, Gosling Sports Park, Stanborough Road, Welwyn Garden City,
Hertfordshire, AL8 6XE**

On Saturdays 28th June and 5th July 2008

From 2 to 4 PM

Arrive at 1.30 PM for Briefing and Warming-up

**Bring your own track bike, which must be in a good, safe
condition, or hire a track bike for £2**

Helmets must be worn

Coaching by Qualified Coaches

Refreshments available

£10 for adults (16 years plus), £5 for youths

**Entry and payment on the day – you can just turn up and
ride, but it would be help us to know the numbers in advance**

For further information contact Brian Wright

Telephone 01494 874 854

Email brianwright121@tiscali.co.uk

www.primecoaching.co.uk

Letter sent to Hitchin Councillors and to Peter Lilley MP....

Cyclists Touring Club

Right to Ride Network

www.ctc.org.uk

www.northhertsctc.org.uk

Dear Councillor,

Ten years ago we (the CTC) were involved in “consultations” preceding the redevelopment of Hitchin Station forecourt. At the time we gave detailed, robust feedback on what was needed, not only for people who cycle to the station, but to create a friendly and civilised environment for all people arriving at the station.

Regrettably, most of that advice was ignored. The forecourt has quite obviously failed to work as designed, and a decade on we are looking at digging it all up again.

You would hope that people would learn the lesson and take better notice of expert user groups like CTC. Sadly this does not seem to be the case. Ironically one of the main features of the current proposals (swapping the bus and taxi lanes) is something that we recommended 10 years ago, but the designers still appear to be stubbornly unwilling to take our advice.

We were passed plans of the current proposals in April by Simon Young at NHDC. Simon was concerned at the poor quality of the proposals for cycle access and wanted CTC's comments. He was right to be concerned, the proposals for a shared pavement are entirely inappropriate and unhelpful. It goes against national and county guidelines, and is a measure of last resort, not first choice. We gave detailed comments as well as drafting out a plan for a more “people focused” forecourt.

Improving conditions for cycling was second only to increased pedestrianisation in the surveys conducted for the 1998 Hitchin Transport Plan. This is not a minority concern.

Ours were not the only concerns. We are aware that some of the station's immediate neighbours, who rely on the forecourt for access to their properties, have strong concerns with the scheme.

At the time we understood that a proper public consultation would be carried out before plans were finalised. This has not happened. An exhibition was put up at the station this week however it has been made clear that this is not a negotiable scheme and peoples' views are not being sought. Needless to say, none of the detailed comments provided by CTC have been taken on board.

A copy of our letter and plans can be downloaded from our campaign page at:

<http://host.qsoftdns.net/~stevenag/site/campaignnews.htm>

This is a dreadful way for public transport infrastructure to be managed. Ten years is a very short life for such a vital piece of infrastructure. We cannot afford to go digging the station up every decade, there are so many other pressing needs. It needs to be done once only, and done right. Rushing a scheme through while trampling users' opinions and best practice guidelines underfoot is not the way to go about it.

We have now managed to arrange for an on-site meeting with the designers after considerable pressure on our part, and with the assistance of the District Council. We may be cynical but we suspect that this will be an exercise in “justifying” the

design rather than improving it. Past experience suggests that a couple of meaningless token changes will be offered in order to appease objectors without changing anything of importance.

This isn't acceptable.

We are asking for your assistance with the following:

- 🚲 This process cannot be rushed through. There needs to be a proper **public consultation**, followed by a period for review and reflection, and then the design needs to be improved to give the best, most balanced solution, taking those views into account.
- 🚲 The designers must approach discussions with open minds, **prepared to make changes**. Our impression to date has been that they are completely unwilling to contemplate any deviation from their own views.
- 🚲 People must come before motor vehicles. That is the stated policy, it would be nice to see it applied for once. Nobody wants more traffic on Hitchin's roads so let's genuinely encourage people to walk or cycle instead. That means **designing for walking and cycling first**, then fitting motor vehicle circulation around that, not the other way around.
- 🚲 The designers, Mouchel, are typical of most engineering consultancies (I am a consulting engineer so I know what I am talking about). They are fine at designing for motor vehicles but have little grasp of designing public spaces for anything else. Their instinct is to marginalise pedestrians and cyclists, putting them in a corner, out of the way rather than designing around them. We need a **specialist designer** on board who can bring some fresh air and imagination into the forecourt design. We recommend Hamilton Baillie Associates who are advising on the Cambridge Station redevelopment.
- 🚲 All cycling infrastructure must be designed to the **highest quality**, not the nastiest, most unusable facilities available. Cycling infrastructure should positively **encourage** people to use it. It should not put people off cycling by being difficult and hazardous to use. It is not difficult to design well, there is no shortage of guidance available; designers just need to apply that guidance instead of making it up as they go along.

regards

Alasdair DV Massie CTC Right to Ride Representative,
North Herts

Media Watch 2

Bristol to be the first Cycling City

The city of Bristol has been awarded £11.5 million and the status of being the first cycling city, where the money will be spent developing the cycling infrastructure to encourage more people to cycle.

This award isn't without its critics. When the Bristol Evening News published the story they had reaction from a 153 people who thought it wasn't a good idea and posted their objections on Bristol Evening News web site: Bristol Evening News/soapbox. One reaction was such an outrageous rant that I thought it was funny, in fact I am wondering whether it is a joke from a cyclist.

If anybody who hasn't got access to a computer and wants to read this gentleman's rant, then give me a call and I will print it off for you.

Clive