



Nomads News

www.hitchin-nomads.net

The news letter of the Hitchin Nomads Cycling Club

Editorial

It was nice to see the sun on the clubrun today, although I felt that the wind had an autumnal feel to it. As usual John and Tony lead the clubrun out of Hitchin, but you know that it's going to be a bit lively when the triple J (James, Jamie and James) are on the run. When we got to the Danish Camp it was nice to see Richard and Ann out on their tandem, Ann said that it was the first time for a year since she had been out on the tandem

Thanks to both John and Richard for their articles about the Icknield 12. I think I speak for both James and John in thanking you all for your feeding and support, for my part it was a grand day out, although I was a little sore at the end of the day.

James Cornell is setting up a long weekend training trip in Mallorca for late March or early April next year. If you are interested please contact him ASAP. I am already booked but I am not fooling myself, I am taking a map.

We have another edition of Tom's diary, for such a young chap he doesn't half get through some racing in a season.

Another club member has been involved in an accident where the driver wasn't looking what he was doing; fortunately Jason was unhurt apart from one or two bruises.

The Norlond 25 event next Sunday the 21st September is being run by David Ledgerton. David would like to hear from you if you are able to assist with this event

Clive

Results

Team Sanjan Design 10

30th August

Richard Palmer	24:17
David Ledgerton	26:52
Winner	
Michael Hutchinson	19:57

Icknield RC 12 Hour

31st August

James Cornell	233:36
Clive Collins	217:33
John Harrison	197:99

Winner	
Robert Gilmour	259:36

Provisional Result

North Middx & Herts CA 25

6th September

Clive Collins	1:10:16
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Winner	
Dave Kendall	0:57:09

Norlond TT Combine 25

7th September

Clive Collins	1:06:40
David Ledgerton	DNS

Winner	
Ken Platts	0:53:09

Northhants & District 25

Saturday 13th September

Steve Robinson	1:06:10
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Winner	
Ken Platts	0:56:30

CTT Reminder

5 th Oct	Lea Valley CC 25	E1B
5 th Oct	Team Cambridge 10	F16

September Clubruns

21 st September	Forest Centre Marston Moretaine
28 th September	Saffron Walden

Race reports

Icknield RC 12 Hour

31 August 2008

The start was delayed to this year's event by 10 minutes due to foggy conditions. First man off (John Harrison) left at 6.31 in misty conditions. First time over Black Cat was done from memory, as the white lines were not visible. The mist slowly lifted and did leave very still conditions with no headwind up to the Buckden turn. Clive Collins off number four came steaming by just before Buckden offering plenty of encouragement and disappeared on the way back down to the Biggleswade South turn. James Cornell slipped by with a nod and a cheer, the first of many passes during the day. A brief detour off the A1 at Tempsford allowed riders to use the well-stocked feed with plenty of helpers and support. Sections on the A1 came and went quite quickly this year, as no noticeable wind seemed to be around. The faster riders went swiftly by with overall numbers well down this year.



John on the A1, early morning

The course this year had done away with the A1 stretch down to the Baldock Turn and with no sections West of the A1 seemed very competitive. The turn off at Biggleswade South Roundabout came at about 68 miles, which for me was just before 10 o'clock deadline for riders leaving the A1 on Sunday mornings. The usual turn onto the leg through Dunton and onto the Orwell circuit quickly passed. The leg up to the A10 had

the usual drag and short climb after the turn. This section was quite speedy this year with a slight following wind. Not so many riders going by now as the field began to regroup after the A1 leg. Another good feed just before Orwell with Tea, Fruit juice, bananas all readily available. I managed to get stopped at the level crossing at Shepreth on two occasions. Yes, First Capital Connect were late again, but at least I didn't have to wait long with a quick chat to John from St Neots CC each time.

Through the 100-mile mark with things going reasonably well when sudden urges to stop several times meant the schedule was slipping away. My computer packed up in the early morning mist so most of the pace was being done by guesswork. The temperature was very even without being excessively warm made for good riding conditions. You might say this was a float day, if such a thing could be said about a 12 hour, but it was a bit deceptive especially if the miles were simply not in the legs at the time which they weren't for me. I found that hydration using isotonic drinks is not always so effective on cooler days. It is an art form to find the best concentration for the conditions, and I certainly failed here and found it quite difficult to drink any where near the usual amounts for longer distance events.

Back to the racing and the feed at the Wimpole roundabout was well supported as usual with quite a crowd at some times. After four circuits it was straight over and head for the Guilden Morden circuit. At this point in 12-hour time trials the atmosphere often changes and quite a bit of camaraderie develops amongst those that are still going. After about 140 miles those that are going the full way generally realise it and start encouraging fellow riders and this adds to the appeal of riding the 12 hour races – at least that's how it seems to me. A couple of years ago I well remember struggling on the Dunton Road going back to Langford and the finishing circuit and receiving plenty of encouragement from Sean Yates and Zak Carr on their way to setting new figures for the tandem.

I managed three laps of the Guilden Morden circuit, I wished it had been more as the reception at Wrestlingworth crossroads made

a big difference and I felt the pace pick up a bit. Still now it was time to go straight on to Langford and the shorter finishing circuit this year. No problems, but some very tired riders and some worn out legs. I gave a final cheer to Terry Bush as I went by just before 6.30 and to the finish. Turns out that James, Clive and myself all finished well this year, though I'm not sure if a team prize was awarded as I think we were the only club with three riders. Very well done to James with an excellent total of 235ish miles. I can't remember when James started riding 12's but I do know that his distances have increased each year which is some record to beat. Clive produced a great effort with 217ish miles. I made the mistake of trying to match Clive for pace on the Dunton Road as we headed back to Langford on to the finishing circuit. I should have known better as he was clearly quite bit faster at the end.



John, on his way to the finishing circuit

The Nomads did an excellent job with the feeding stations this year. Many thanks to Richard, Tony, David and all the helpers; it was much appreciated. The future of the event looks to be in doubt though I for one will be very sorry to see it disappear if it does go. I can't thank Gordon Hart enough for his efforts over the years.

John Harrison

A Grand Day Out

What a magic day. Yes, the legs were a bit knackered, and if I tried to sit on a chair I would get half way down then collapse because the thigh muscles would not take my weight also my upper arms were very sore. I was pottering on the allotment the following morning and knelt down to do some weeding,

and when I tried to get up, I thought, "Clive, you shouldn't have done that."

I had checked the ready reckoner that Gordon Hart prints on the back of the start sheet prior to starting the 12 and decided that I would be on the K course which was three circuits on the Wimpole circuit and two circuits of the Guilden Morden circuit and would get me back to finishing circuit with a 160 miles completed and hopefully with enough time to end up with a mileage between 200 and 210. So when they sent me round Wimpole circuit for the 5th time I was getting a little confused, (I don't use a computer on the bike, I feel it would make me too depressed when I am creeping) so I stopped at the marshal sending us off to Shepreth, an old friend Dick Lyon. "Dick have you got a start sheet?" "Yes" he said "I'm confused," said I, "Need to know where I am and what my target is." "I don't get that technical," he said (Dick immediately nick named me Confused.com). It turned out that I was on for 194 miles at the start of the finishing circuit, so if I could get there with 2 hours to go I would be on for 234 miles, but I faded in the last 3 hours, and got onto the finishing with only hour and 35 minutes to go.

I couldn't believe how well I was going in the first 100 miles, and if I hadn't stopped for a pee just after the 100-mile marker it would have taken James a few more minutes to catch me. Apart from the fog first thing, the weather was very kind and I just relaxed on the bike for the first 100 miles and when I checked the board at the finish I found that I had beaten my 50 time for this year by 3 minutes and beat 5 hours for the hundred which I haven't done for years. Do you think David would accept them as valid times for the BAR?

If the Icknield RC run the 12 next year I will think long and hard before I enter, I would want my form to be as good or better than this year.

Clive

An alternative view of the 12 Hour

The riders in the Icknield Twelve Hour were blessed with the weather conditions but so were those who helped the event by offering their assistance and feeding on the Orwell circuit over about a four hour period, the overcast but warm fine day was I believed quite enjoyed by all, had the weather not been such it could have been a pretty miserable affair.

The feeding duties passed off without incident but the inadvertent turning through 180° of a direction sign for an off road event that was also taking place and passing the spot we were encamped did cause a little consternation for the early riders in that field.

While Tea was going down quite well with the Twelve Hour riders, we struggled to tempt many of them with the Rice-pudding, the Fruit and Custard, the Bananas and Fig Roll and the Grapes and Cereal Bars. I think more might have been eaten by the feeders than those to be fed!



Nomads feed station with Mike Webb, Ann & Richard Bland and Lily

The Nomads were able to fulfil their obligation thanks to; Tony Furby, Peter Martin, Mike Webb, Toby Blyth and Lilly, Ann Bland, Armel Sextius and family, Peter Hanlon, Jeremy Prodger, ex Nomad and soon to re-join (hopefully) Daniel Hopkins and lastly but by no means least our recruiting sergeant who got the crowd together Frank Turner.

We had the opportunity to cheer on our three riders, John, Clive, and James which I'm sure must have been the reason for all their good rides, well I'd like to think so even if wasn't. We were joined for a little while by Barbara

Day who lent a hand while on her "Feeding Clive duties". David Ledgerton took time out from his "event Following Car" duties to join us for a while, all in all quite a sociable occasion.

Richard Bland

TOM DURKINS DIARY

Sorry there has been no diary for a while, but mum has a new job in Oxford which means her time is now restricted. Welwyn track league is still going strong, but a lot of my races are in the under 10s group now so it is more of a struggle to get good positions. I went to Biggleswade Grass Track Races in July, 1st in the 1 lap T.T., 2nd in the 1mile youth handicap and 3rd in the Devil. We went to VCC club camp down in Kent for the first week in August, which was great. Rides every day up to about 30 miles some with good hills, we had a quiz evening which we did OK also a games afternoon with some cheating going on we took the caravan and it was wicked sleeping in the top bunk. Bought some tribars at the jumble for £2.00, a great bargain. It was good fun skidding on the wet grass with the other kids. We went to Mildenhall Rally for Bank Holiday weekend, grass track racing on Saturday, 24 mile ride on Sunday, 34 mile ride on Monday. Went on some of the CTC Wednesday night rides in the school holidays which were good until the one two weeks ago when I ran over a short thick twig in the road, just going down into Willian, took my front wheel out and sent me diving down the road at 15mph, grazed knee and elbow, bruised shoulder and bum, wrecked a tyre. Hogs Hill again last Saturday for the London Championships Criterium, massive changes to the track this time gone from 600 meters to 2.4 K with big hills. The under 8s race was 2 laps, I touched 30.4 mph max on the down hills, I came 3rd, after a dispute, the video had to be used and I got the position by the thickness of a tyre. Off to Welwyn now for Monday night training, perhaps I'll go and annoy that Neil Fraser.

See you,
Tom.

Spring 2009 Mallorca Trip

The season is almost over and I'm looking forward to plenty of relaxed and enjoyable winter miles. Guess we all plan to keep riding through the winter and to maintain fitness for next season but often find ourselves, for one reason or another, heading into the new season with less miles in our legs than our good intentions had planned. This year I went with a few friends for a short break in Mallorca in late March and the 4 days of hard, hilly and intensive riding in the sun was not only very enjoyable but gave a me pre-season fitness boost that was much needed. James Spence, Neil Fraser and I have been discussing how it would be great to organise a Nomads trip there in late March/early April 2009. The suggested itinerary, which for those of us that work Monday to Friday would require taking 2 days off work, is the following:

Leave on a Friday morning to arrive mid afternoon in time for a couple of hours in the saddle then two full days riding over the weekend. A shorter ride on Monday morning in time for a mid-afternoon flight back to the UK. A good dinner (and a few beers) each evening too I expect – Mallorcan food is excellent.

For those of you that aren't aware, Mallorca is very well set up for riding with many of the pro teams using it as a basis for their pre-season training camps. A combination of good quiet roads, perfect weather and challenging terrain makes it ideal. As it is such a popular destination for cyclists there are many places where decent road bikes can be hired to avoid the need to transport your own machines on the plane. Having had my new bike damaged in the hold last year (despite a hard bike box) this may be a good way to go. I would estimate the cost including hotel accommodation (comfortable but economical), cycle hire and flights would be £250 to £300 but this will need to be confirmed.

If you could let me know if you're interested, I'll research the options available to us for the likely number of people.

Thanks,
James

Jason Stuart cycling accident

Jason Stuart was knocked off his bike by a car that was turning left from Old Park Road into Oughton Head Way, which is the junction at the traffic lights on the one-way system in Hitchin. The accident happened on Sunday 17th August around 17.00, the car carried on leaving Jason on the ground, fortunately apart from one or two bruises he was unhurt, but his bike is a bit of a wreck.

Jason found the culprits hiding up by the hockey club and was able to call the police to attend the incident, the police took full details including alcohol and drugs tests.

Jason also had a gentleman step forward to volunteer to be a witness, the chap turns out to be a member of the Icknield Road Club.

Jason has said he will send me a report of the final outcome to the accident.

Media Watch

2009 the Annus Horribilis year for France, or how to cheese off the French in two easy moves!

1-Tell them they are not running the Olympics in 2012.

2-Then tell them that Lance Armstrong is riding the 2009 Tour de France.

The hot news is that Lance is back for the Tour de France 2009.

I have read various reports of his motives for returning, one of which is that he wants to convince the doubters that he won his seven Tours cleanly, I believe him, but there are legions that don't and he could ride until he was a vet and they still wouldn't be convinced.

You can be certain that he will only start if he knows that he is in a condition to win the Tour, but the clinical way he approaches his training and racing seems to put a lot of people off.

For certain there will be a lot of debate on whether he should or whether he shouldn't return to racing through the winter.

Thought? What if he does carry on till he is forty and if track racing starts to generate more sponsorship money than road racing would he turn his talent to track racing?

Clive

Relationships

It was love at first sight – the first time I saw a ***** bicycle, I fell in love with it. All right, perhaps this is an exaggeration on all fronts: it wasn't the first time I'd seen one, but the first time I'd really noticed it – or her. And it was not so much love – an emotion, I concede, that unless you're seriously perverted, only truly exists between sentient beings – as a kind of lusty covetousness; but, you can take it from me, it was a very strong feeling, and one that has only increased over the years I've either had a ***** between my thighs, or hefted one in my arms.

The writer Will Self, writing about the ownership and relationship with his Brompton folding bicycle.

Insert 'Brompton folding' for the first set of stars and 'Brompton' for the second set of stars.

Clive