



Nomads News

www.hitchin-nomads.net

The news letter of the Hitchin Nomads Cycling Club

Editorial

My apologies for missing the Mid-March issue of the News, the reason is a bit long and tedious, only to say that I cannot multi task.

So here we go, welcome to the 2009-racing season. Looking at the results of the first three club events I think one or two members have put some work in on the bike over the winter.

Nick Senechal has proposed a family ride for the 5th April; this is the first of a series of family rides through the summer.

Jamie has gone back to basics with his article "So you want to time trial," reading through the article took me back to the eighties.

We seem to have a couple of mystery members who have paid their subs through the bank but haven't informed Nigel. We need to know who you are so that you are entered for the various competitions through the year.

It is the 'Start of Summertime Rides' this Sunday, usual start venue at the Fairlands Valley Park, Stevenage. The weather looks promising on Sunday.

Clive

Results Spring Hilly 8th March

Neil JJ Fraser	52:47
Andy Saunders	52:57
James Spence	55:08
Jason Stuart	57:33
Jamie Tomlin	58:24
Non Nomads	
Oli Groom (CC Luton)	48:31
Steve Robinson (Team SalesEngine)	50:58
Brian Foran (Lampard RC)	54:44

Timekeeper: David Ledgerton

Two up Team Time Trial 15th March

Andy Saunders/James Spence 1:09:11

Pontus Axelsson/David Ledgerton	1:09:18
Neil JJ Fraser (Solo)	1:10:03
Non Nomads	
Oli Groom (CC Luton)	
Andy Herbert (Stevenage CC)	1:02:36
Steve Robinson (Team Salesengine)	
Paul King (Team Salesengine)	1:06:38

Timekeeper: Richard Bland
Pushing Off: Clive Collins

Medium Gear 22nd March

Julian Siedlecki	1:32:42
Frank Turner	DNF
Non-Nomad	
Andy Herbert	1:03:45

Timekeeper
Pushing Off

March Clubruns

March 29 th	Burwash Barns Barton
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April Clubruns

April 5 th	Moggerhanger Hall
April 12 th	St Albans
April 19 th	Marston Moretaine
April 26 th	St Neots

Mystery Members!

Nigel has received a membership fee from someone who paid their £15 membership into the Croydon branch of the HSBC bank on the 12th January.

Also someone renewed their membership at the HSBC Bank on the date below

02 Feb 09 CR PAID IN AT HSBC BANK PLC
HITCHIN £15.00"

Could you please contact Nigel Tooke to confirm your payment?

April 5th Family Bike Ride

On April 5th we will be holding our first family bike ride of the year following the well worn (and safe) Sustrans route 51 from the Oasis pool in Bedford (directions below) to Danish Camp (Willington), where we hope to meet up with the “normal” club run riders for a cuppa (or more) before returning to Bedford.

The ride is suitable for all cyclists, including smaller people who don't ride so fast or are on tag alongs, trailers and back seats, as well as partners who don't get out on their bikes much. We also welcome any friends and their families, as long as children have a responsible adult with them.

We hope to have at least one family event (rides, barbecues etc) every month now the weather is more suitable, and I'll get out a calendar soon. If there's demand or you have any ideas (let me know 01462 641 745) perhaps we can put on more events.

Nick Senechal

More about route 51:

<http://www.bedfordshire.gov.uk/Resources/PDF/CouncilAndDemocracy/PressOfficeAndCommunications/We%20Love%20Bedfordshire%20Issue%203%20page%2015-16.pdf>

OASIS Beach Pool
Cardington Rd
Bedford, MK42 0BZ
01234 272100

Directions From Hitchin

Up the A600 past the RAF Cardington Hangers (BIG) to Roundabout. Straight across into Eastcotts Rd to a T-junction by the Anchor Pub and turn left and continue until you reach the Tesco roundabout and the 3rd exit (oasis driveway). Large grey pyramid.

OR

Follow the A1M to Sandy. Take the first turning onto the A603, and follow it to Bedford. Large grey pyramid on your right.

So you want to time trial?

To do this you need to understand the history behind it, what makes a great “tester”, and what the important bits of kit are. Without that you will never really fit in. So here, I set out what has made the sport great.

Fancy equipment

Remember Ian Cammish using those L shaped cranks, how they helped you pedalling style and enabled you to ride faster. No one beat Mr C between 1981 and 1988 over 100 miles – it had to be the cranks. Martin Pyne rode a flying gate (for those who don't know either look it up on the internet or use our very own Frankipedia), a wonderful piece of engineering that added at least 2 mph to your average speed. It helped win many races and again it was all down to the equipment, the rider merely had to cock his leg over, sit on the saddle and the race was as good as won. Nothing to do with genes. Or training.

Funny bikes

Before low profile bikes and tri-bars, there were funny bikes. These were derived from the Moser hour record bike and used a 24” front wheel with a conventional rear wheel, the top tube of the frame was sloping enabling the rider to, in theory, get into a better more aerodynamic position. Did they work? They always looked like you were riding downhill so must have worked. If they did work the impact seemed marginal when compared with real advances such as disk wheels. But they looked good. The only problem was that you had different sized tyres so you always had to carry at least two spares. For star riders this was not a problem – they never carried any spares, but relied on their support vehicles who would appear in lay-bys around the course. For your average rider this was a pain. Ever tried to fold a tub neatly to put under your saddle? Now do it with two!

Drilled bikes

Fashions and fads come and go. Mostly they go when they don't work. In the mid 70's weight was the key to going faster. Drill holes in everything on the bike, brake levers and stirrups, cranks, the rear mechanism, the seatpin, everything. If it didn't have a hole in it, it was too heavy. Never mind that drinking one less pint of beer a week would have reduced the combined weight of bike and rider, the world became obsessed with weight. Some of those holes were beautiful. But did they work? We know that deadweight on a bike is not good, that revolving weight is worse. Reducing the deadweight seemed to

have little effect. There was even debate about whether the additional turbulence created from the holes could actually reduce speed – save weight and go slower. But they looked good. Lasted about two or three years. Look for pictures of Alf Engers on his Shorter in this era and you will see holes. Can you actually see a hole?

Skin wear

I have read that the skin balaclava was perhaps the most useless piece of cycling kit. I disagree. I had one (and if I am bribed sufficient I may offer a picture of me wearing it for the gallery section of the website). For early season events it was very good at helping to keep your head warm. Far better than a bobble hat or a ushanka. Ever tried to get a ushanka in club colours? Easy enough if you ride for the CC Breckland but for most other clubs a bit tricky. I must confess that it was less useful in summer events, and I really do doubt whether it gave me any benefit at all when I wore it for roller racing. Skinsuits were in a different league altogether. Never mind the problems associated with toilet issues, simply pinning a number on was problem enough. You couldn't do it yourself so you got a teammate to help. It always felt just wrong to get that close to someone else's "skin". They never had pockets either. Which makes sense, as they were intended to be close fitting with no large protuberances sticking out. Spares tubs went under the saddle. A box spanner would sit happily under the leg of the suit if you were riding a fixed. I did once see a rider with what looked like a monkey wrench, which seemed far to over the top. At least I think it was a monkey wrench.

Miracle fuels

Isothis, hypothat. My first experiences of such things were after I was ill following dehydration and nearly collapsing at the end of a team time trial. I went to the chemists and asked what they would recommend. They said darts. No, something to help give me energy and vim. They said come back in twenty years time when Viagra will be available. No, something to help me get my strength back. They reached under the counter and sold me a bottle with a label that read Hical. Wow, the secret to going faster – this must work. They said it was giving to

leukaemia sufferers to help them recover after hospital treatment. Sounds good. Better than taking some blood out, keeping it in the fridge and then re-injecting before my next race (always did seem a bit excessive for a Nomads evening ten). The liquid itself was just like Lucozade except much stronger and gloopier (then its not just like Lucozade the pedants are all now screaming – do you know how much harder it is to write this stuff than read it – could you paint the Mona Lisa, could you compose Wont Get Fooled Again – no, then please refrain from mocking my bear grasp of the English language – just sit back and enjoy the ride) Did it work? No idea. A friend did start feeding it to his racing greyhound. It started winning after taking this stuff. I didn't. Mixed results, further testing needed.

Downhill courses

These really do work. Honest. Add up the gains from every advance in cycling since the second world war and you still won't find the benefit as good as a downhill course. Only problem is everyone else who rides the course also gets the benefit. And, most unfairly, everyone else always got a bigger benefit than me! I did find a straight out five miles once, which had at least 3 miles downhill. Big long gradients. I did unofficial sub ten minutes for it. My course, my best time, my only 30mph + ride. And in case anyone wants to show the real potential of the course and the non-potential of my legs in 1984 I will not reveal where it is. Unless you offer me a beer. Adnams oyster stout. Pleaseeeeee.

Tailwinds

See above. Except these are a lot harder to predict and they also affect other riders on the course. Or do they? When riding a time trial do you assume that your rights as a cyclist mean that you have to ride in the left hand gutter. I was once passed by a rider who was riding in the middle of the left hand lane on a duel carriageway. Apart from a death wish, this rider forced the traffic on a duel carriageway into a single lane and so increased the volume and consistency of the drag achieved from it as it went by. He (of course it was a he) did rather well. He was banned as a result of this, so only a temporary gain. The alternative is to use your ears. Legitimately. Listen out for passing lorries.

As they approach get out of the saddle to lift your speed, the increased drag as they pass make it a lot easier to raise your speed for a short period by as much as 5 mph. Ok so it doesn't last for long, but if there are a lot of lorries passing this can be very helpful over the whole time trial. Even better where the lorries are old grab trucks – down in Kent they never seemed to get above 30 mph. Going up the hills near Charing they were so slow you could pass them and never see them again until you got to Canterbury, a distance of some ten miles or so. Not so good on the club ten course, far too few lorries. The old club course used the A1 – much better. Mind you, we did use to lose far more riders back then. One was last seen tailgating an Eddie Stobart near Norman Cross.

The big one!

You have done the training, raced Lance on your interactive turbo trainer, polished your carbon steed, undergone a carefully prepared period of carbo-loading, pumped your tyres up to 160 psi, preened your legs to ensure they are at their best and then given those ten miles everything you have. You are standing around the results board waiting patiently. Your time goes up. 28.31. Do you start to analyse the ride, where could you have gone faster, were you held back at a roundabout, have you done better or worse than riders you normally beat/beat you, think about revising your training needs, think about your recent work load, family and health problems and oh so many other reasons why you may not have gone faster. You have the genes for this don't you. But what you really need right now is the right mental approach. Deep breath – my time was not as good as I would like, but frankly my dear I don't give a d..... Because I ENJOYED it. So that's the secret. Now for that eccles cake and mug of tea.

Jamie Tomlin

Media Watch

Media Coverage of cycling

We seem to have wall to wall coverage of the Worlds on television where Dave Brailsford has stated that he intends bringing through younger cyclist on team GB to give them experience at the top level and isn't expecting as many medals at these World Championships.

The road season is also hotting up with Mark Cavendish showing speed in the sprints and Lance falling off his bike and breaking his collar bone and the Media suggesting that he may miss the Tour, I don't think so, how could he miss the Tour if his old lieutenant Tyler Hamilton is around who rode the Tour with a broken collar bone some years ago?

The Ultimate Time Trial

Cyclist James Bowthorpe is starting off from Hyde Park tomorrow 29th March to attack the round the world cycling record set by Mark Beaumont last year. James has set a schedule of a 120 miles a day to cover the 18,000 miles in five and a half months and is due back in Hyde Park on the 13th September. If he returns on the 13th, he will have reduced the record by three weeks.

He is riding a Santos touring bike with a hub gear with a belt transmission. The bike and his kit turn the scales at 40kg, he is also carrying a GPS beacon that will automatically update his web site on his progress, GlobeCycle.org.

His route is via Ukraine, Iran to Calcutta, India and then air transfer to Bangkok, Thailand, cycle down to Singapore another air transfer to Perth, ride across Australia following the southern coastline to Brisbane and then fly down to Dunedin and ride onto Auckland a further air transfer to Vancouver from there ride on to New York. From New York James is scheduled to catch a plane for Lisbon on the 30th August, from Lisbon he will return to Hyde Park

Controversial Judgement

A judge hearing a case for compensation by cyclist made a judgement that if a cyclist doesn't wear a helmet then they are contributing to their injuries. The CTC are consulting lawyers to find grounds for the judgement to be reversed.

For Sale

If anybody is interested my car is for sale.

July 06

Ford Fusion 1.6 TDCi Zetec Climate

Mileage 18700

Currently 57 MPG

Tax this year £35

Price as per Parkers Guide

Contact Clive at the above phone number