

Acorn Newsletter

September 2009



Sherwood Cycling Club

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Welcome to four new members this month: Malcolm Wilkinson, Adam Wade, Richard Howard and Andrew Smith.

Alan Daniels, a long standing and respected member of the Nottingham Clarion died on 29 August. Alan seemed to have recovered well after recent surgery but then passed away 4 days after another operation. Sympathies to all his family.

CLUB MEETINGS 2009 AT ARNOLD VICTORY CLUB

Club nights and open Committee Meetings are held monthly on Mondays from 7.30 p.m. at the Arnold & District Victory Club, Church Drive East, Arnold from 7.30 p.m. The next meetings are 28 September and 26 October. Click [here](#) for a map.

CLUB RUNS

Sunday runs meet Shearing Hill/Burton Rd junction at **9.00 a.m.** leaving 9.10 a.m Wednesday runs leave from Lowdham War Memorial 9.15 a.m.

Sunday 6 September is the monthly venue of the Kingfisher Café near Sibthorpe where anyone can meet up with the Club Run.

The Saturday Easy Runs meet at Lowdham 10.00 a.m. (20-30 miles with a café stop).

LIGHTHOUSE 25 SUNDAY 13 SEPTEMBER

You should have entered by now but here are the details for any last minute entries.

First rider starts 9am HQ at Granby, £7 entry (Cheques made payable to North Notts Olympic RC) on completed CTT [form](#) posted to the organiser. Entries close Tuesday 1st September:
B. Hall, 2 Clipstone Road West, Forest Town, Mansfield, Notts NG19 0AA

GRAN PRIX DE GENTS SUNDAY 6 SEPTEMBER 9.00 A.M.

This is a 2-up team time trial where one rider should be a Veteran (over 40). Start is at the lay-by north of Oxtun and is two laps of A6097, A614 and B6386 making 20 miles in total ([Circuit TT course](#)). Awards are for the best team on Veterans Age Standard and for fastest. Enter on the line.

Some have already been sorting out partners on the Forum.

How about riding and then meeting the Club Run at the Kingfisher Café, Sibthorpe afterwards for refreshments?

CLUB 25-MILE TT CHAMPIONSHIPS SUNDAY 2 AUGUST 2009

Despite being held on the faster A25/25 course (Cromwell) only five members rode with Gisli being the clear winner to retain the Club Championship and the Albert Sharp Trophy.

Ian Hoggarth finished second but best on handicap to take the Halford Trophy.

Name	Time	H/C	H/C Time	Acorn Points
Gisli Jenkins	56:46	Scr	56:46	4
Ian Hoggarth	59:44	4:30	55:14	7
Simon Hookway	59:56	3:30	56:26	5
Craig Watson	1:01:01	4:30	56:31	2
Martin Edjvet	1:03:28	5:00	58:28	1
Daniel Barnet	54:45	PT		
Alan Tunncliffe	57:56	PT		
Neal Parkin	1:00:49	PT		
Phil Smithurst	1:02:02	PT		

Four riders from North Notts Olympic had private trials with Daniel Barnet doing the fastest time of all.

Wayne did the timing and some good handicapping.

RACING NEWS

After doing a pb in our Open 10 Steve Walsh smashed hi 25-mile pb with 57:22, despite rain, in the Heanor Clarion event. Matt Shaw did 22:41 in the N. Notts 10 where Steve did 24:18 and Steve felt the effects next day in the Nottm Clarion 25 on the Granby circuit with 1:05:47.

At Curborough on Saturday 25 July Scott won all 3 of his U10 races. He won the time trial by 7 seconds, and then won both the long and sprint circuit races in a similar fashion by attacking after 2 laps and then solo-ing to the finish to win each race by some 200 metres. Good quality field too with the usual riders from Lichfield City/Halesowen and Solihull CC.

The Leicester City centre races on Sunday 26 July were on a 1.5k circuit on closed roads round the market area. Again Scott attacked with a lad from Welland Valley CC on the second lap, who seemed to tire, so Scott, in great form, pushed on alone winning by 100 metres or so.

Ed Parker was 2nd at Mallory on 28 July with Mark Wakeling 5th in the ¾ event. Callum was 2nd in the U16s. Mark was 12th at the Mallory 1/2/3/4 event on 13 August.

Martin Edjvet became Club 50-mile Champion and won the Judge Trophy for his personal best 2:04:00 in the BDCA 50.

GO-RIDE

The sessions on Monday evenings will now be at the National Water Sports Centre, Holme Pierrepont from 7 September starting at 7 p.m. These will finish at Half Term for the winter.

EVENING TENS LEAGUE

Another season of evening tens seems to have passed very quickly.

Matt Shaw won the Senior Fastest having maximum points after soon reaching ten winning rides.

The handicap section was very hotly contested and down to the final ride of the series. Martin had to beat Verity by more than a minute to draw level with her. He started one minute behind her (by chance!) and managed to catch her and take out another 3 seconds. So they tied for first place overall.

Joe won both sections of the Junior League with no opposition. He did improve over 2 minutes on his fixed wheel with some good times.

Despite some bad weather we still managed to run every event.

Thanks to Pat, Pat, Dave and Ann for their assistance in timing.

	4 Aug	11 Aug	18 Aug	S	H
Trevor Adams				4	3
Verity Butler		25:49	26:21	14	40
Andy Clarke				1	0
Ian Church				2	0
Lesley Cliff				8	16
Neil Copland		25:34		13	9
Cameron Davis	28:36	27:45	28:39	13	31
Chris Draper				2	1
Martin Edjvet	25:49	24:52	25:18	12	40
Pete Fostun	24:58	24:44	24:08	17	32
Chris Frost				2	6
Liz Green-Davis				1	0
Andy Greenstreet		26:05	27:11	10	15
Ian Hales				7	22
Mike Hankin		24:10	24:36	39	34
Matt Hemsley	27:32	26:52	26:27	10	17
Ian Hoggarth	23:58	23:23	23:59	25	22
Gisli Jenkins	22:59	22:35		56	15
Mike Mitchell				9	27
Richard Newton		25:54	26:27	8	13
Chris Pearson				1	0
Matt Shaw		22:45	22:42	60	30
Andrew Thompson		23:24	24:39	10	16
Pete Walton				1	0
Craig Watson	25:09			25	21
Giles White	23:52	23:39		43	25
Nigel White				9	6
Malcolm Wilkinson	28:26			1	0
Dave Woodward		25:01		17	26
JUNIORS					
Joe Gosling			24:44	60	60
2nd CLAIM					
Matt Fostun		24:13			
Paul Fostun	24:41	24:07	24:05		

NOTTS & DERBY CYCLO-CROSS LEAGUE

The cyclo-cross season is back again already and the popular Notts & Derby League gives plenty of regular local events to try.

A great way of improving your skills, keeping fit through the winter and having fun. Cyclo-cross is ideal for youngster to enjoy racing away from traffic.

Age Cat.	Time	Duration	Cost
U10	12.00	7 min.	£1
U12	12.30	15 min.	£1
Youth/Go Race	13.00	25 min.	£4
Junior	14.15	50 min.	£5
Sen. Vet. M/W	14.15	50 min.	£10

Here are the details for the first part of the 2009/10 season.

Full calendar is [here](#) .

Over 16s need a BC licence – Provisional (free with BC membership) will do for League events or £3 for a Day Licence.

Date	Club	Organiser	Telephone	Venue
5 Sept	South Pennine	Russell Cox	01332 672927	Allestree, DE22 2HF
12 Sept	zepnat.com RT	Julian Gould	0797 0304274	Thornbridge DE45 1NY
26 Sept	Heanor Clarion	Matthew Hall	0794 0465625	Shiple Park DE75 7JH
3 Oct	Bolsover & D CC	Matthew Connley	07767 444598	Holmebrook V.P. S40 4UG
17 Oct	Belper BC	Jonathan Marshall	01773 829590	Alfreton DE75 7BD
24 Oct	Beeston RC	Bryan Fenwick	01664 812527	Bramcote Park NG9 3GF

LEICESTERSHIRE ROAD CLUB CENTENARY

The Leics RC is celebrating its centenary this year on the weekend of 12/13 September (unfortunately clashing with the Lighthouse 25). The celebrations are centred on Seagrave Village Hall that will be open from 9 am Saturday until 4pm Sunday for refreshments and displays of photos and memorabilia.

Saturday has an off-road ride at 10am and a BBQ picnic (byo food) from 4pm and evening social (byo beer etc). Sunday has a 38-mile Reliability Trial from 9am (Graham Green 0153 224385), family games, roller racing etc from 10am, another BBQ from midday and a Tug of War at 2pm.

More information from Jan Preston 01509 413192.

HOW BIG IS YOUR GEAR?

In the very early days of cycling (even before I started!) multiple gears hadn't been invented. Cyclist rode on "Penny Farthings" or "Ordinary" bikes where the cranks directly turned the big wheel – one pedal rev, one wheel turn. The size of your gear depended on the size of your wheel, so if you had a 50-inch diameter wheel it was a 50-inch gear. The longer your legs, the larger the wheel you could ride and the bigger the gear.

Riding an Ordinary was quite difficult and dangerous – a long way to fall – and Victorian ingenuity soon brought about chain drives and the "Safety bicycle". This also allowed gearing, where one pedal rev could turn the wheel more than once so the wheel could be smaller.

Gear size was defined by the equivalent diameter of a wheel on an Ordinary. With a ratio of 3 (eg. 48-tooth chain wheel and 16 sprocket) and a wheel diameter of 27" gave a gear equivalent to a wheel 81" diameter and greater speed potential.

We still use this method today in this country although not so commonly referred to. The need for measuring and selecting gear size is not so vital now with 9, 10 or 11 sprockets giving such a range of gears. When only 5 or 6 sprockets were available it was more important to carefully choose your chain ring and sprocket sizes to give a good range and avoid duplication. I used to frequently change rings and sprockets for different events. Now the emphasis lies more with choosing the highest (for the fast parts) and lowest gears to manage the hills.

Traditionally the old nominal diameter pre-metric diameter of 27" is still used although a more precise 26.3" is more accurate for a 700x23 tyre. It does vary from wheel to wheel.

So gear size is chain wheel size divided by sprocket size multiplied by wheel diameter (in inches). Some gear sizes are given in the table. If you are reading this in Word on your pc you can alter the bold figures to suit your specification. Eg 26.3 instead of 27 or change the 52/42/32 chain ring sizes or any of the 11-21 sprocket sizes and the gear sizes. Highlight the whole table and press F9 to re-calculate.

It does get more complicated with the re-invention of non-circular chain rings (the idea has cropped up many time in the last 100 years or so) that give different size gears at different crank positions but you can work out an average.

27	52	42	32
11	128	103	79
12	117	95	72
13	108	87	66
14	100	81	62
15	94	76	58
16	88	71	54
17	83	67	51
18	78	63	48
19	74	60	45
20	70	57	43
21	67	54	41

The French use a different method (of course) where the distance travelled (in metres) for one pedal rev is used. This is called the development but I've never heard anyone say, "I changed up to 8.6 metres for the sprint"!