

Acorn Newsletter February 2021



Sherwood Cycling Club

President: Mr Frank Beale

Web site and Members' Forum:

www.sherwoodcc.org.uk

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CLUB ACTIVITIES

As suspected new lockdown restrictions have forced the suspension of all Club Runs once again.

At this stage we do not know when Club Time Trials can resume and for us, it is further complicated in that we do not have a volunteer for a Club Racing Secretary. Anyone willing to take it on? It may be possible to just run the Evening Tens but could do with some timekeepers perhaps on a rota? I've retired from timekeeping now (I started well over 40 years ago!).

Vaccinations have started for more vulnerable groups, but it does not immediately give you protection and even then it is not 100% effective. It should help and I've booked mine.

INDOORS OR OUTDOORS?

We still need to exercise to help our immune systems and to avoid gaining weight. There are many different platforms for virtual rides on smart trainers. These can help with your fitness without going out on a real ride. There are many virtual routes, competitions and training regimes that you can follow – I'm not familiar with any of them but a lot of members have recorded many efforts on Strava. It does seem that all the new devices now available add a lot more interest and motivation compared with the old, simple turbo trainer rides I used to do over 20 years ago. I used to try and make these sessions more interesting by doing intervals or playing music. Even with this it was difficult for me to do 20 minutes, if I had had a hard day at work I'd often climb off after 10 minutes!

Personally, I'm now at a stage where cycling is not for training. I just like to get out into the countryside for some fresh air and a bit of exercise. Of course, you still need great care to avoid any close contact. This can be difficult sometimes as so many people are going out either walking or cycling making some spots very busy particularly at weekends. You do need to carefully think about your routes and take care.

Many people out walking or running through villages often do so in the road or cross the road without looking – fortunately I only ride slowly and in flat areas so I can avoid them and I use my bell a lot (although many don't hear it, as they often focus on their phones!).

Traffic seems to have eased a bit, but vehicles are often speeding and driving too close. Delivery vans are everywhere and if they are parked the drivers often get out without looking or dash across the road from and to their vehicles.

Training indoors at home has the advantage of being safer from traffic hazards and lower infection risk but it can be boring and lacks the mental benefits of being out of doors. Recently though many of my regular routes have been flooded and then came the snow and ice meaning I have done more walking than riding.

WINTER WEATHER

Now that we are in winter cycling is more difficult. Years ago I used to try to go out cycling in any conditions.

One of the most difficult days was, I think in 1979, at the start it was -10°C and only Mick Perrin and I turned up for the Sunday run. There had been a lot of snow so we had to stick to main roads. We started along the A52 to Barrowby where the only clear bits were through tyre tracks where vehicles had passed. Looking down side roads deep snow blocked the roads from hedge to hedge. We turned south on the A1 which was clear, but lorries were parked up in the hard shoulders/verges as the diesel had frozen up (which it did in those days). We stopped for a hot drink on our way to Colsterworth for lunch and retraced our route back home covering about 70 miles – a shorter ride in those days.

Another year we were heading for Buxton and started out in pouring rain and as we started climbing up the Via Gelia the rain turned to snow. We decided to stop in a café at Newhaven but it was closed, so we went to the Newhaven Inn for some food and a few pints of beer! When we emerged there were several inches of snow on the road and we gingerly descended to Cromford to clearer roads and headed home.

A Youth Hostel Weekend at Castleton was booked one year in the seventies and only about half of the large group who had booked turned up. It was bitterly cold but dry riding up to Castleton on the Saturday afternoon and in those days the Hostel wouldn't let you inside until 5 p.m. an hour after darkness. Next morning we awoke to that quietness you get when it had been snowing. As I got my bike out of the cycle shed the snow was up to my axles and we had to try and get home. On the main road the snow was only about 4 inches deep as a snow plough had been through earlier, but we had a driving horizontal blizzard. I had the brilliant idea of catching a train so we went to Hope Station but there was nobody there and you couldn't see any sign of a rail track (no hope!).

We struggled being blown across the road a few times on to Hathersage where we learnt that a train should come later. Two of us decided to wait for the train and have lunch while the rest pressed on. Eventually a train did come to our rescue and was soon packed, but we got on to reach Sheffield. Then we had to get a train to Nottingham, getting home after 6 p.m. I later learned from Jon Kettell, that the conditions improved as they headed south and they got back before us wimps.

Another Youth Hostel weekend was to Chester and we had rain all the way and arrived soaked with no facilities to dry our kit. In the morning with shoes still wet we headed into Wales with the intention of watching the National Hill Climb Championship on the Horseshoe Pass. We arrived at the top of the Pass in snow that soon covered the roads that forced a delayed start of the hill climb of two hours. Some of us were riding back to Shrewsbury Youth Hostel before riding home on Monday, so could not wait to see the race, enduring another cold ride. The weather was a bit better on the Monday but our shoes were still wet from Saturday!

A regular February weekend at Cambridge Youth Hostel was a feature for several years and, of course, sometimes in snow. The last time I went I had my cycling shoes stolen overnight and had to ride home in thin lightweight trainers – very cold feet!

These days I don't have the mental or physical strength to cope with bad weather. Not only that, traffic is no much heavier than in the days before Sunday opening, making it more dangerous on the roads. I certainly wouldn't now ride in the conditions I used to years ago.

At least we can look forward to next summer and hope that group riding can resume in pleasant weather and we can also start using cafes again.

TEA OR COFFEE?

In modern time cycling and coffee drinking are *de rigueur* but it has not always been the case. You may have noticed that many old school cyclists (like me) usually stick to tea at café stops (remember those?). Part of the explanation goes back over 40 years when if you ordered a coffee at a café it was invariably instant coffee, Nescafe if it was up market, nothing like the coffees now available. The only places serving real coffee were Italian coffee bars famous for their “frothy coffee” – many customers called this “*espresso sic*”.

I didn't use to like instant coffee in those days and Italian coffee bars were not part of Club Runs. It wasn't until I started going abroad that I got to like it and started drinking it. This was in Sweden where drinking coffee with a cake, known as *fika* is part of their culture. Sweden was very expensive for eating out (and still is) Many places were self service to cut down on costs and for a coffee break I used *konditori* which were essentially cake shops serving coffee. You selected a cake in the shop and went into a room at the back poured yourself a coffee from a filter coffee machine and sat at a table to enjoy your *fika*. This was over 40 years ago and, no doubt, things have now changed with espresso machines and a wide choice of fancy coffees replacing the simple filter coffee..

However, when cycling I still normally drink tea as I find it more refreshing and if you have a pot of tea there is more liquid to drink. Much better to have a pot of tea than quickly squeezing a tea bag in a mug. Allowing the tea time to produce flavanoids. Back in the sixties we used to stay out on a Club Run for 8 or 9 hours and, in the winter, we didn't carry a bottle, so relied on café stops for our re-hydration.

When I think back I remember when I was 15 doing a summer ride to Glossop over the Snake Pass and on the way home I was struggling up the climb out of Baslow when I was caught by a older CTC rider who, on recognising my fatigue, suggested stopping for a drink of tea. We went to the café at Edensor and had a pot of tea. This cost 6d (2½p) each and I was fine for my ride home and the man recommended joining the CTC (now Cycling UK), which I did.

These days most cafes offer a wide range of real coffees from a coffee machine and that, along with the performance enhancing reputation of caffeine has made coffee a popular choice with cyclists.

At one time the drug tests for competitive cyclists included a limit on caffeine levels. I remember Italian pro Gianni Bugno falling foul of one of these tests. He excused himself by saying “I am Italian, I drink several coffees in a day”. After a while it was sensibly declared unworkable to include caffeine in the testing process. Think of all the caffeine gels, cokes and coffee consumed by some cyclist – I don't think so much caffeine can be good for you.

START OF THE 1970 CLUB RACING SEASON

Browsing through some old Acorn Newsletters I came across this:

“CIRCUIT TT 8 MARCH 1970 This, the first Club event of the year was run off on a circuit around Lowdham-Ollerton Road Island-Dorket Head-Gedling, a distance of around 23 miles. The morning was fine but very cold with snow still lying around some parts of the course.

It was an interesting race with Ed Ward, Ron Hallam and Ron Lloyd going great guns. Unfortunately Ed's seat pillar snapped with about 6 miles to go and, it is fair to say, that the time he lost, although he managed a change of bike, cost him the race. As it was Ron Hallam scored his first club event win of the year. Ron Lloyd took second place and Ed Ward third.

Ron Hallam 59:10, Ron Lloyd 59:37, Ed Ward 59:47, John Watson 1:1:10, Phil Orme 1:2:13, Ron Bates 1:2:28, Mick Haywood 1:2:53, Spike Mellors 1:3:11, Dave Orme 1:4:15, Ron Bee 1:13:46, Pud Coupe 1:19:19”

I remember the incident as my Brooks saddle started to wobble up Dorket Head and then fell to the road at the top. I retrieved it rode along carrying it when my brother, who hadn't started, passed me in his car with his bike on a roof rack. I borrowed his bike to finish disappointed after missing a very rare chance to beat Ron Hallam - still a superb rider at 90 years of age.

CLUB KIT UPDATE

The Club member rebate is still 20%. There are Registered Club, Training or TT designs; login on the ImpSport website - <http://www.yourclubshop.co.uk> using the Club code SHWDCC1304. There are 3 fabric types:

T1 Collection - Premium quality, comfortable fit

T2 Collection - Race fit, specialist fabric, speed gains

T3 Collection – Race fit, state of the art fabric technology

Simply buy online from ImpSport and it'll be delivered directly to you. Then email a copy of your invoice to me and we'll send you a Club cheque for **20% of the invoice value as your Club member rebate.**

Existing Stock - Club Kit		Size		No. Available	Unit Price
ProVision	Bib Tights - no pad	1 S	30" waist	1	£10.00
ImpSport					
BC Registered	Bib Shorts	M	32" waist	1	£40.00
BC Registered	T1 Bib Shorts	M	32" waist	1	£53.28
BC Registered	T2 Bib Shorts	L	34" waist	1	£72.00
BC Registered	T2 S/S Road Jersey	L	40" chest	1	£63.36
BC Registered	Sportif S/S Road Jersey	S	Ladies	1	£33.60
BC Registered	Winter Jacket Full Zip	S	36" chest	1	£90.72
Training	Gilet Windproof	S	36" chest	1	£46.56
Training	T1 S/S Road Jersey	M	38" chest	1	£41.28

ImpSport Size Guide

For the regular club jersey and T1, if you're an M&S L you'll need an L at ImpSport. For a comfortable fit, size up by one size in T1 or size up 2 sizes for T2 and T3, unless you like a race fit.

Contact me to try sample garments or better still call ImpSport on 01522 778805 and visit their Newark factory.

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CLUB SUBS

Apart from those new members in 2020 whose membership lasts until the end of 2021 Club Subs are due in the New Year, see [Join us | website \(sherwoodcc.org.uk\)](http://www.sherwoodcc.org.uk)

The easiest way to join is via the British Cycling website or you can send a cheque to Howard. It is possible to do an on-line Bank Transfer - just ask Howard (or me) for details.

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