

Acorn Newsletter December 2021



Sherwood Cycling Club

President: Mr Frank Beale

Web site and Members' Forum:

www.sherwoodcc.org.uk

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Two new members joining the Club recently are John Arbury and Sarah Davis.

CLUB RUNS

All Club rides meet at Lowdham War Memorial on three days per week.

Recently, I have been missing the easier runs meeting at 9.55 a.m. that I started but a few have continued meeting for these runs with reduced numbers. I hope to resume eventually.

The regular Club Runs often have a couple of groups catering for different levels of ability and depend on how many riders are out. These rides usually have a café stop.

Weds - meet 9.15a.m. - 35 to 50 miles **or** 9.55 a.m. – 20 to 30 miles.

Saturday - meet 9.55 a.m. - 30 to 40 miles **or** 9.55 a.m. – 20 to 30 miles.

Sunday - meet 9.45 a.m. - 35 to 50 miles **or** 9.55 a.m. – 20 to 30 miles.

CLUB DINNER

The Mapperley Golf Club has been booked for the Club Dinner and Prize Presentation for **Saturday 19 February 2022**.

Make a note of the date, more details to follow. Hopefully, we will be able to hold this function after having to cancel the last one. It all depends on the Covid19 situation. Numbers are limited.

More details to follow.

ANNUAL GENERAL MEETING MONDAY 13 DECEMBER 2021

After missing an AGM last year because of Covid the Eagle's Nest Community Centre has been booked for an AGM starting at 7.30 p.m. on Monday 13 December. The venue is on Gedling Road, Arnold and was formerly called the Arnold Hill Community Centre adjacent to the Arnold Hill Academy. It is close to the Arrow PH on the right hand side of the road heading to Arnold centre. There is a car park and on-street parking close by.

With all the recent problems with Covid contact with members has been difficult so this give an opportunity for members to put forward their views on what we should be doing. We also need to elect a Committee (any volunteers are welcome), review the Club's finances and decide on fees for 2022.

If you have any proposals for changes or topics for discussion, please let Trev Adams know by the end of November, preferably via email (t.adams640@btinternet.com).

CLUB NIGHTS AND COMMITTEE MEETINGS 2022

We also intend using the Eagle's Nest Community Centre for Club Nights and Committee Meetings on the last Monday of each month starting 31 January 2022. These meetings to start at the usual time of 7.30 p.m.

BOXING DAY 10

Our festive time trial is back this year on Sunday 26 December from the lay-by north of Oxton Island at 10.30 a.m. and is being run by Trev Adams. Entries are on the line and the course is our usual [Club Ten Course](#). This is an event just for "fun", you can race round or just go for a ride round the course (in fancy dress, if you like!).

Obviously the weather can be very cold so dress accordingly. If you have never ridden a time trial before it is a good chance to come and see what it is all about without worrying about your time.

NATIONAL HILL CLIMB CHAMPIONSHIPS

In my younger days we tried to see the National Hill Climb Championships if it was held somewhere within riding distance whether for a day ride or for a weekend.

The furthest venue we visited was the Horseshoe Pass near Llangollen and we made it there a few times, even though we did extend the weekend to include Monday if we were to ride all the way. At that time the Hill Climb finished just after midday leaving little time to ride over 100 miles back to Nottingham. The preferred overnight stay was the Youth Hostel in Llangollen but in 1981 we went to Chester instead as Llangollen was fully booked. It was a memorable ride over to Chester on the Saturday as it poured with rain all the way. We arrived at Chester soaked only to find there was nowhere to dry our kit, but we went out to visit a few pubs in the evening and the rain stopped.

Sunday morning dawned and was damp and cold and we had to put up with wearing wet cycling shoes (all leather in those days). The event was due to start at 10 a.m. so could ride into Wales and arrive at the top of the Horseshoe Pass – better than riding up the actual course avoiding the spectators seeing us struggling! The trouble was the rain stopped and turned to snow – in October! – and the road soon became white over. Whilst it wasn't very deep it would present difficulties for racing up the hill.

The organisers decided the delay the start by 2 hours meaning it would not finish until after 2 p.m. and we were already suffering with the cold and we had booked in at Shrewsbury Youth Hostel for the Sunday night. So we decided not to hang around for the race but headed for a café in Llangollen for some food and warmth. Disappointing, but no real choice.

We left the snow behind and road over to Shrewsbury and found there was no drying room at that Hostel either. Damp shoes again Monday morning for our ride back to Nottingham.

We did a few weekenders over the years for the Hill Climb such as to the Cotswold on Dover's Hill near Broadway staying at Stratford upon Avon and Charlbury on different occasions.

This year the Hill Climb was on the iconic Winnats Pass near Castleton and this event suffered from heavy rain, cold and wind but at least the wind was behind the riders. The organiser had also secured a road closure allowing a larger field of 300 competitors starting at 30s intervals instead of the usual one minute to minimise the road closure.

Tom Bell won and broke the course record that had stood since 1966 held by Nottingham's Pete Greenhalgh. Things have changed a lot since that time as the Winnats was just a side road and most traffic went up the main road over Mam Tor. This road was closed some years ago because of land slip and Winnats became a main road. You can still get up the old Mam Tor road on a bike but with a bit of scrambling and, of course rough sections.

This year's hill climb needed to have car parks and attendants to cater for the spectators. In 1966 just about all the spectators cycled there. We had a Sunday Club Run there, of course, and we had an early start (6.30 a.m.) to get there for the 10.a.m. start. The last section from Hathersage was a continuous stream of cyclists all heading for the hill climb. Finding a good spot to spectate on the steep climb, we eagerly waited for Pete Greenhalgh to come by. Pete was one of the favourites and seeing him pedal by we knew he looked like the winner and he broke the record to become National Champion.

In those days a fixed wheel (as used on the track) was the usual choice in a hill climb and Pete used to select the size of his gear to give the same cadence as he would do in a 10-mile time trial. Of course, back then derailleur gears did not change as slickly as on today's machines and gear levers were usually on the down tube or sometimes with a lever fixed in the end of the handlebars. With current indexed gearing operated from the brake lever or, if electronic, pressing a button most riders now opt for multiple gearing and better suited for varying gradients.

In the sixties quite a few local riders trained for hill climbs in the evenings in a group tackling the hills around Mapperley Park. These days riders probably train in daylight or indoors on virtual routes.

CLUB RACING 1966

Whilst I've been reminiscing about the 1966 National Hill Climb lets have a look at other Club activities starting with Club Time Trials.

The ANDCC (Association of Nottingham and District Cycling Clubs) used to run two 25s, a 50, two 100-mile TTs and a hill climb at Ault Hucknall and these all were included in our programme of Club Events. In addition to these, on Sundays, we had six 25s, two thirties (one a team time trial), two fifties, the Oakham and back and the Nottingham to Skegness. Saturday events were not held as many people worked on Saturday mornings. We also had the Evening Tens series on Tuesday evenings. In those days 10-mile TTs were only for Club events and no Open 10s were run as they were considered too short – no National Competition Records existed at 10 miles until 1972.

In Club Events then you had to enter them with a completed entry form a week in advance. If you just turned up on the day you could have a Private Trial but you would not qualify for any awards.

During 1966 I rode 25 time trials including 6 fifties and two 100s. I didn't ride the Evening Tens either – I was probably out for longer rides. I also missed the Skegness race in June as I was probably away on a cycling holiday. I did concentrate on Club Events that year and won the Halford Trophy by a big margin. In later years I took up Road Racing and rode more Open Events.

Times were a lot slower in those days. If someone won an Open 25 with a 56, it was considered very fast. In September I did a pb of 4:40 in the ANDCC 100 but the winner only did 4:26.

Come the winter it was time for Club Runs. As most members raced in the Summer, formal Club Runs were a winter activity. I started to lead Club Runs that year and they were much different to today. Our winter bikes had fatter tyres, large canvas saddle bags, mudguards and, for many, a single fixed gear. GPS devices didn't exist, so I used paper maps in my saddlebag and distances

were measured from estimates on maps – the end of my thumb on a Bartholomew’s map was 3 miles, my “rule of thumb”!

We also frequently went off road to do “rough stuff” – paths in places like Dovedale, Millers Dale or just what are now bridle roads. Back then Dovedale was very quiet on a Sunday and you would only see a handful of walkers between Milldale and the stepping stones near Ilam – not the hordes that visit now. Sundays were quiet then – no Sunday shopping, nothing where you had to pay to get in e.g. cinemas, professional football matches and few people owned cars.

We also used to stay out for much longer not getting home until maybe 6 or 7 p.m. – so we needed lights. A couple of examples from the October 1966 Acorn News:

December 11th Warwickshire, Meet Trent Bridge 9 a.m., lunch Coventry, tea Blakeshay Farm
December 18th Cat & Fiddle, Meet Bobbers Mill 9 a.m., lunch Buxton, tea Matlock Bath

The Club Dinner and Dance was at the Co-op on Parliament Street (long since closed) with tickets costing 22 shillings (£1.10) - in real terms dearer than today!

CLUB KIT UPDATE ,

Login to the ImpSport website - <http://www.yourclubshop.co.uk> - Club code **SHWDCC1304**.
Items available in Registered Club, Training & TT designs:

Fabric type T1 – Comfortable feel and fit

Fabric type T2 - Race fit, specialist fabric, speed gains

Fabric type T3 - Race fit, state of the art fabric technology

Buy online from ImpSport and it’ll be delivered directly to you. Then, email a copy of your invoice to me and you’ll be sent a Club cheque for **20% of the invoice value as your Club member rebate.**

SCC Cycling Stock		Size	No.	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 Mens 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 Club Jersey and T1, if you’re an M&S L, take an ImpSport L.
For a more comfortable fit, +1 size up in T1 and +2 sizes for T2 and T3, unless you like a race fit.

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