

Acorn Newsletter March 2021



Sherwood Cycling Club

President: Mr Frank Beale

Web site and Members' Forum:

www.sherwoodcc.org.uk

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Welcome to new member Michael Fox.

CLUB ACTIVITIES

With vaccination rollout in progress and the new “road map” it seems that limited group riding with up to 6 people will be allowed from 29 March. Cafes will be able to serve people out of doors, hopefully from 12 April but with restrictions to avoid mixing of separate households. The relaxations are dependant on how the virus is kept under control. It hasn't gone away yet!

Trev Adams has put forward a Club Racing Programme for a series of Evening Tens starting on Tuesdays from 13 April until 24 August on the usual course [ACC10/2](#) with the first two and last two starting at 6.45 p.m. and the others at 7 p.m. The Boxing Day 10 is planned for a 10.30 a.m. start on Sunday 26 December. The CTT have now announced the resumption of time trials from 29 March with the same mitigations that were previously in place regarding social distancing, no pusher off, hygiene etc.

The CTT levies have been increased to £4 so the entry fee for Club Events is now £5 (or a Season Ticket for £50).

The Open 25 on 14 August and the Lighthouse 25 on 12 September are on the calendar for 2021.

DAVE ORME – SAD NEWS



Dave Orme a member in the late sixties and early seventies has recently passed away after contracting MRSA while in a nursing home. He is pictured with his twin brother Phil in 1982 at York (Dave is on the right). Dave spent many years cycling and in his relatively short racing career he did do 244 miles for a 12-hour time trial in 1971.

The twins were well recognised locally for their regular cycling ventures until Dave married and moved away to Suffolk in 1987.

Sympathies to his wife Christine and twin Phil.

HARRY FOXTON – SAD NEWS

An old friend of the Club and a former prominent part of the cycle trade (Viking Cycles and Puch amongst other companies) Harry Foxtton has recently died in hospital after breaking a hip. Sympathies to his wife Pat and family.

HOW MUCH CYCLING DO YOU DO?

Thinking back over the years (as I usually do!) it is apparent that the average cyclist does less cycling and less racing than in years gone by – not counting the Covid restrictions. There will always be exceptions of course with certain individuals still doing a lot. One factor that has led to this is that the average rider these days is older and with more commitments than used to be the case. There are also a lot more leisure activities available now. Generally, we probably rode too much and didn't allow enough recovery time. The consensus used to be "more is better"

In my days of racing I rode about 300 road races, a dozen 12-hour time trials, around 35 100-mile time trials and countless shorter events. When I first started racing 10-mile time trials were only for club events and didn't feature at all in Open Events – no National Championships and no competition records. I recall a year when I was often riding 3 club evening tens a week – Sherwood's on Tuesday, Clarion's on Thursday and Nottingham Phoenix's on Friday.

I dabbled a little in things like track and cyclo-cross. I was not suited to these, but tried them out without any success. Similarly Hill climbs were a huge weak point. I enjoyed climbing in longer races but in a short sprint up a hill against the clock I was pretty useless. I only rode one Open Hill Climb at Ault Hucknall – I finished third ... to last!

My cycling took off when I got a second-hand bike for my fifteenth birthday. None of my school friends were into cycling and when the summer holidays came round I cycled around the local lanes but then decided to head off to the Peak District for a longer day ride. I rode up to Castleton up the Winnats Pass (walking!) and kept going to Whaley Bridge before turning back home via Buxton and Matlock. Just a short (50-mile) ride on the next, day then another big one over the Snake Pass to Glossop and back. In those days you could use the main roads to get further without the present day worry of fast moving traffic. I then found out about cycling clubs and joined the CTC.

Club runs occupied a lot of my riding from my first few years riding with the CTC. During those years a few of us went to the York Rally a couple of years. This meant meeting early (I think it was 5 a.m.) on Sunday morning, about an 80-mile ride, spend the day at the Rally (bike show, seeing the end of the London to York race, watching grass track racing and other cycling activities then riding back home. This was on a fixed wheel bike with a saddle bag and in the dark for the last few hours. Imagine riding back from Bawtry along the A614 in the dark – you wouldn't dare do it today.

When racing became part of my activities, club runs became more of a winter activity or on an ad hoc basis in the summer after racing. It was common practice to ride a 50-mile time trial or a road race on a Sunday morning and then follow it up with a 70-mile club run afterwards. I used to find that a steady ride like this after racing helped me to recover. Winter club runs were much longer affairs in the early days and we used to have three café stops and not get home until well after dark. The runs might include elevenses at Chesterfield, lunch at Castleton and tea at Matlock Bath. We used to go off-road as well – like along Dovedale or Ermine Street in Lincolnshire.

In my early days few people cycled on a Saturday (many worked on a Saturday morning). It was in the mid seventies that we started with regular Saturday morning runs. During the summer these were used as a leg-loosener prior to racing on a Sunday. In the winter it offered a few extra miles before the longer Sunday ride.

Then, of course, there were touring holidays. I covered most of Britain before venturing abroad. Early holidays were usually two weeks Youth Hostelling starting from home to places like the West Country, Yorkshire and Wales often over 1,000 miles. Holidays abroad involved a flight somewhere and then just pedalling away finding somewhere to stay for a night and then moving on to a new place next day. With age and declining fitness holidays became a fixed centre with daily rides out without the burden of luggage. I've now probably had about 80 cycling holidays abroad on top of scores in the UK but have not now been away for years.

Over the years I've now ridden well over 500,000 miles but many cyclists have done much more!

LET'S RESCUE BRITAIN'S FORGOTTEN CYCLEWAYS –SUE REVILL

Some of you may know the work of Carlton Reid - cycling campaigner and journalist. For the past three years he has undertaken a crowd funded project to identify, map and report on all the cycleways in Britain built in the 1930's - Let's rescue Britain's Forgotten 1930s Protected Cycleways. Many of these cycleways have fallen into disrepair, been grassed over or are used as extensions of people drives for extra car parking. Many are simply lost in plain sight - no longer used by cyclists and not recognised as protected cycleways. They were designed with the help of Dutch urban planners invited over by the 'Ministry of Transport' at a time when cycling for and by the masses was regarded as a sensible and valid way of moving around. Then a few enlightened MP's recognised that cycling should be protected from cars and lorries. Most recently the project has received official backing from the DfT, Sustrans will provide management support and Urban Movement will be drawing up formal plans. The aim is for local authorities to utilise the plans to bring these cycleways back to life and where possible mesh them into a wider cycleway network. Interestingly most of the 1930s cycleways were kerb protected from the road or dual carriageway they would run alongside, and have two good sized lanes. Pedestrians had their own kerb protected footpath on the inside furthest away from traffic. Trust the Dutch to know how to do it - no compromise.

See [Let's rescue Britain's forgotten 1930s protected cycleways by Carlton Reid — Kickstarter](#)

CLUB KIT UPDATE

Login on the ImpSport website - <http://www.yourclubshop.co.uk> with Club code **SHWDCC1304**. Available in Registered Club, Training or TT designs:

Fabric type T1 - Premium quality, comfortable 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**.

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 take an L at ImpSport. For a comfortable fit, size up one size in T1 or size up 2 sizes for T2 and T3, unless you like a race fit.

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UCI BAN ON RIDING POSITIONS

When watching Pro racing on TV you must have noticed how some riders adopt a strange position when descending of sitting on the top tube and crouching over the handlebars. This is all to try and gain an aerodynamic advantage.

The UCI (governing body) have had a rule for some years that the only points of contact with the bike are the saddle, pedals and handlebars. They have now declared that the rules will now be enforced outlawing this “super tuck position”. Also the practice of resting the forearms on the top of the handlebars often used on the front of the peloton or in a breakaway is now banned.

Many riders disagree with this enforcement but I think these practices should be banned. Whilst the Pros are excellent bike handlers and can manage to ride in these positions without accidents the real danger is in everyday riders trying to copy them. You only need to hit a pothole (and there are plenty of those on our roads) or a stone and you crash. Banning these positions should not affect the quality of racing as it applies to all so it is a level playing field.

The other detriment is that sitting on the top tube, particularly if pedalling as well, looks silly. Seeing people like Chris Froome doing it makes me cringe.

Back in 1976 I had ridden a road race at Scarrington and three of us were riding on a post race club run to Laneham Ferry. I had a handlebar bag to carry my kit and we were having little freewheeling competitions on the way. Between Laxton and Egmanton we were freewheeling on a descent and sitting on the top tube to try and get an advantage. Trouble hit because of a right hand bend where my right leg was straight so I back pedalled to straighten my left leg. This meant I hit my handlebar bag with my knee losing all control and went bouncing down the road breaking my collar bone!

I never freewheeled like that again.

My advice is don't do it especially in a group.

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://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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