

Acorn Newsletter

June 2020



Sherwood Cycling Club

President: Mr Frank Beale

Web site and Members' Forum:

www.sherwoodcc.org.uk

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One new member to welcome this month is Jason Lowther.

LOCKDOWN

Still no group rides allowed yet but many members still getting out for solo rides or with household members. British Cycling say no group activities before 4 July and this date is subject to review. I fear it will be some considerable time before we can resume normal riding. It has been noticeable that many more people are out cycling and actually encouraged to do so. It is particularly good to see families out cycling with children. Bike sales are booming.

It is still important to maintain social distancing when passing walkers, joggers and other cyclists. You have to be careful and patient as many seem to be unused to taking exercise and are unpredictable in their movements. Many do not hear you, as they wear earphones, so expect the unexpected!

Traffic has been picking up and a minority seem to be driving even worse than ever – speeding and passing too close – and pot hole repair is slow and many roads are getting even worse - so take care and stay safe.

Many members appear to be riding regularly and some seem to be doing more riding than normal according to Strava. It is good to see people managing solo rides and finding their way through the lanes – no doubt often helped by Mr Garmin. Cafes are still closed for the time being but some are selling take-aways, so you can get a drink and a snack and eat it outside (weather permitting). Long Clawson, Stathern and Wymondham are doing this but I'd suggest always carrying something just in case.

We have been fortunate in having quite a lot of nice weather, although we have also had some very strong winds, and this has increased the number of people getting out into the countryside. Many bike shops have reported large increases in sales of bikes, mainly because for commuting people are avoiding the close contact involved on buses and trains.

STRAVA

Those of you on Strava will know that the leader boards on segments has now been blocked unless you are a subscriber (£4 a month). However, you can still see your own times and the top ten times so it is not a disaster, at least not for me.

On a recent ride I got a personal record for a segment going into Hoveringham of 3:44 but Tom Foreman later did it in 2:03 – just 14.1 mph faster than me!

Tom has also done our evening ten course in 21:21 during May, a course p.b. for him. No doubt if we had been able to run the events this year he would have gone even faster. During the past month Strava shows Mike Hankin has done 22:59, Gisli Jenkins 23:47, Richard Turner 24:09, Gary Kondor 25:50, Kevin Humphreys 25:56, and Mark Alexsy a p.b. 30:43.

Tom has also continued to be the King of the KOMs on many segments – a pity there are no races for him to exploit his obvious fitness this year.

EXPLOITS ON MY EARLY BIKES

With not much Club news it is time for yet more nostalgia!

My first long ride was at the age of 10 when with my 11-year old brother and a friend we decided on an ambitious ride to Matlock Bath. We had done some local rides like Papplewick and Barrow on Soar beforehand. I didn't have a bike but my sister lent me her all-steel Raleigh girl's bike – it did have Sturmey Archer 4-speed hub gears. We lived at Basford, so it was only about 24 miles each way. There was no Eastwood by-pass so we had a few climbs to walk up (no Eastwood by-pass) and shops to stop at as we didn't have bottles to carry drinks.

It took us about 4 hours each way and we had about an hour's stop to look at sights like the Petrifying Well in Matlock Bath. It was a full day out and I was a bit tired by the time we got home.

Not much cycling for a few years as I took up fishing then rock climbing. At 14 I did the occasional proper ride as I pinched my elder brother's bike on a Saturday afternoon when he went to see Nottingham Forest play.

At my 15th birthday in 1962 it was my turn to have a bike of my own, not new but a decent second hand one from a shop. The shop was an electrical appliance shop with a cycle section (quite common in those days). The bike cost £15 and had dropped handle bars and derailleur gears. It was a "Speedy" made in Birmingham with the frame made of Reynolds 531 Double Butted tubing – the best available. Most components were steel including the cranks fixed by cotter pins. These had to be hammered through holes in the cranks to wedge them against a cut-out on the bottom bracket axle – always a nightmare to fix and you usually carried a spare.

After several 50-60 miles I decided to ride to Castleton. I had been there on a school trip where we were dropped off a coach in separate small groups, given a map and a grid reference of where we were and a grid reference of the bottom of the Winnats Pass where we should all meet. I wanted to re-visit having studied an Ordnance Survey map of the Peak District that I had won in a School Treasure Hunt at Rudyard Lake.

I was now living in West Bridgford so it was quite a ride. Fortunately, there was little traffic in those days so I set off with sandwiches and a flask of tea in my saddlebag. Out through Ripley, Matlock, Ashford to Wardlow (near where we had been dropped off on the school trip) and the back way into Castleton. Onto the Winnats Pass I felt fine so decided to go a bit further – I had to walk the climb, the lowest of my 5 gears was probably 48x24.

At Sparrowpit I pondered my map and saw a place called Chapel-en-le-Frith and was intrigued by the name so off I went. Another look at the map and I saw Glossop and the Snake Pass and was tempted, but chickened out and went instead to Whaley Bridge. Then it was back home through Buxton, Matlock and Ripley. Quite a big ride for my first day run!

As it was the school holidays I went for another ride next day but only about 60 miles as I had already planned to do Glossop and the Snake Pass the following day – which I did (about 120 miles). The school holidays continued with me alternating a long ride with a short one. My rides took in places like Macclesfield, Leek and over the Snake Pass the other way. Then I thought about Skegness. My mother said it was too far to go but I went, after saying I was going to "Lincolnshire" – which was true. 4½ hours to get there and I felt fine, a look at the sea and a quick café stop then set off home. Not so easy now, with a head wind and getting tired, it took me 7 hours to get home.

I joined the CTC for their club runs and started doing a few time trials (with Trent Valley RC an offshoot of the local CTC). My first event was an Evening 25, thinking it would be easy considering the many 100+ mile rides I had been doing, but it wasn't and I did a disappointing 1:13. The rest of the year I just rode an occasional evening 10 on a testing course between Clifton and Kingston on Soar. The next year I rode a Club 50 and was quite pleased because I actually beat someone with a 2:21 but was still 9 minutes behind the winner Pat Gutteridge.

Someone told me I ought to have a go at a 100 as there was an ANDCC 100 in 2 weeks' time. A 100-mile time trial as my first open event at the age of 17! I used to ride in touring shorts, and ordinary shirts using an old pair of leather shoes with plates tacked onto the soles. I needed to carry food for this event, so I got my mother to sew some pockets onto a polo shirt. The event had a 6 a.m. start and on the day I rode the 10 miles to the start where I removed my saddle bag, loaded my pockets with food (malt loaf, banana etc). I strapped my spare inner tube and tools (no quick release levers on my wheels so needed a spanner and tyre levers) to my saddle, but after about 20 miles they fell off, so I had to stop and re-strap them, then later I punctured so had to stop again and fix it. I had the aim of beating 5 hours and ended up doing 5:02. After riding back home for my Sunday lunch I remember feeling very tired. I still wanted to beat 5 hours and managed to do 4:59 in the Sherwood Open 100 in July.

I realised I needed a racing bike, so in the school summer holiday I got a job working in the fields at Wheatcroft Roses near Bradmore, cycling there and back each day. Start time was 7.30 a.m. finishing 5 p.m. and the pay was £5 a week – hard work! I saved enough to buy a second-hand fixed wheel racer (a Paramount from Arthur Hunt's shop in Arnold) – not enough for a 10-speed though.

I raced more often in 1965, prepared in the winter with club runs, cross country running (at school) and occasional evening rides. My very brief training diary shows in the first week of February: "Weds. Cross-country run 30min, Thurs. training 30 miles, Sun. Club Run lunch Castleton T home, punctured-rain." A typical winter week then.

In those days there was little riding on Saturdays as many people normally worked Saturday mornings – no club runs and no races during the season.

I rode about 25 weekend time trials and was stuck on doing 1:07 for 25s, improved to 2:16 for a 50 and 4:58 for 100. I was usually doing 2 evening 10s a week doing around 25 or 26 minutes. All these were on fixed wheel with no aerodynamic aids and while fitting in my A-level studies.

In September I joined Sherwood with a few others as the Trent Valley RC faded away. I started a Student Apprenticeship doing a Sandwich Course Degree in Electrical Engineering with EMEB – all fees paid and I **was paid a salary** – those were the days! This meant I could get a proper racing bike at last.

I ordered a Merlin frame (made by Bob Jackson in Leeds) it cost £17-17s plus an extra 7s6d for the latest Allen Key seat bolt design. I built it up with a Williams cotterless chainset, GB components, Scheeren rims on Campag hubs – I can't remember what make of gears I had, maybe Simplex, all bought from Henry Lloyd's bike chop in Netherfield. Total cost of the bike was around £90 – quite a lot of money in those days.

Now I could smash all my pbs and start road racing!

SECOND HAND BIKE WANTED

I am looking to buy a second hand road bike for a friend, who struggles to ride with me as he only has a hybrid bike. The spec is not the most important factor at this stage, but the frame needs to be XL. I know that this is not the best time to be looking, but if anyone has a bike gathering dust in their garage that they might consider selling, please contact me.

James Pam email: jamespam1@gmail.com

CLUB KIT UPDATE

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

***T1 Collection** - Premium quality, comfortable fit*

***T2 Collection** - Race fit, specialist fabric, speed gains*

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

For individual orders, buy online from ImpSport and have the item delivered directly to you. Then email a copy of your invoice to me and we'll send you a cheque for **20% of the invoice value as your Club member rebate**.

Existing Stock - Club Kit		Size		No. Available	Unit Price
Leisure	T- Shirts blue	XL	42" chest	1	£1.00
	Fleece Jackets	L	40" chest	1	£1.00
	Sweatshirts	XL	42" chest	1	£1.00
ProVision	Bib Tights - no pad	1 S	30" waist	1	£10.00
	Bib Tights - no pad	3 M	32" 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 take a large at M&S you'll need a large at ImpSport. For a more comfortable fit, then size up by one size in the T1 or size up 2 sizes for T2 and T3, unless you like a tight race fit.

Contact me to try sample garments for feel and size or call ImpSport on 01522 778805 and visit their factory near Newark when lockdown is over.

John Church Email: john.church.fca@gmail.com

CLUB MEMBERSHIP 2020

Just a reminder that if you haven't yet paid your Club Subs the easiest way to join is through the [British Cycling Website](#). This avoids any contact. Howard Clark is the Membership Secretary – see below for contact details.

Contacts: (click on name to e-mail)

Secretary, [Trevor Adams](#), 21 Glendoe Grove, Bingham, Nottingham NG13 8SJ Tel. 01949 831427

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