

# Acorn Newsletter December 2020



## Sherwood Cycling Club

President: Mr Frank Beale

Web site and Members' Forum:

[www.sherwoodcc.org.uk](http://www.sherwoodcc.org.uk)

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*Have a Merry and Safe Christmas*

### CLUB RUNS

**Sunday meet at Lowdham War Memorial at 9.45 a.m. for the winter period.**

**Saturday Runs meet at Lowdham 10.00 a.m.**

Follow this [link](#) for the location of the start point for all Club Runs. Please be prompt.

When the current Covid lockdown ends on 2 December Nottinghamshire will move back into Tier 3 rules meaning a group of 6 can meet up outdoors in public places with social distancing. Club Runs can resume with a maximum of 6 in each distinct group. For the time being these will be on **Saturdays and Sundays only**. No café stops are possible and outside roadside stops will probably be too cold, so the rides will be non-stop but shorter at 35-40 miles. If you need refreshment you will have to carry food in your pocket and take a bottle.

If you are sticking with solo rides or independent rides some cafes have remained open for takeaways only. Examples being Dove Cottage, Southwell Garden Centre, Café Allez at Belvoir, the Side House at Claypole, Long Clawson, Love & Piste at East Leake and the Plough pub at Hickling. You cannot use any outdoors seating area at a café. Bear in mind that some places may be closed over the Christmas period or close at any time, so be prepared.

Of course, you should not go if self isolating or if you feel unwell. Hygiene is still important with regard to hand washing, sneezing, coughing or sharing equipment. Let's hope that vaccination leads us out of this pandemic, but it will take time.

### CLUB DINNER 2021

The Club Dinner was booked for Saturday 20 February but under the current restrictions it would not be possible to hold it. At a Committee Meeting (on Zoom) we decided to cancel it. The rules may change by then, but it looks like the current restrictions may be in place for some time.

### BRIAN PEARCE

A one time Sherwood member Brian Pearce has recently died, He was a well known figure in the field of jazz particularly in [Jazz Steps](#). Condolences to his family and friends.

I don't know when he was a member and can't recall him, but some older members may have known him.

## **ANNUAL GENERAL MEETING MONDAY 7 DECEMBER**

We are aiming to have the meeting on Zoom at 7.30 p.m. Monday 7 December.

Any member can take part if you set yourself up for Zoom. We need a new Club Racing Secretary as Kevin Humphreys wishes to stand down – thanks for all the work over recent years. There is also a proposal to give a free years membership for 2021 to all members who have paid up in 2020.

If you want to take part email Trev for an invite [t.adams640@btinternet.com](mailto:t.adams640@btinternet.com)

### **RACING NEWS**

Jez Willows broke the VTTA Notts & East Midlands Group age record for a 15-mile Time Trial for a 55-year old on 20 September with 33:56. Well done Jez!

### **MODERN BIKE TYPES**

In recent years there have been “new” types of bikes hitting the market classed as “Gravel Bikes” and “Adventure” bikes. These are to encourage exploration and use of un-surfaced roads (and to sell more bikes!). Well back in my younger days we were not confined to just using tarmac roads or confined to single day riding as we had touring bikes.

These were steel framed bikes (as most bikes were) had substantial wired on tyres (e.g. Michelin Sports), clearance for mudguards, sometimes a rear rack for baggage – or maybe just bag loops on the leather saddle for fitting a large canvas saddlebag (usually made by Carradice or Karrimor). Gears were wide ratio but confined to 5 or 6 sprockets maybe coupled with a double chain ring.

These bikes could be used for the Annual Tour, perhaps in Britain using Youth Hostels or on the Continent for the more adventurous. With careful packing you could have everything you need for a couple of weeks’ cycling. The bikes were heavy but after a few days you soon got accustomed to the weight.

Often these bikes would also be used for Club Runs or even for racing after changing the wheels and removing the mudguards, bags and lights – a do-it-all bike. Sometimes for winter Club Runs you would have a fixed-wheel bike to cut down on maintenance. I used to have a fixed wheel winter bike and grease it up and not clean it all winter – just oil the chain and do any repairs as necessary.

Club Runs nearly always included “some rough stuff”. Summer rides might include things like Doctor’s Gate from the Snake Pass to Glossop, Edale to Hayfield over Jacob’s Ladder or Cut Gate from Langsett to Ladybower. Of course, we had no car assistance and rode from home and back in a single day. In the winter we did routes nearer home like Dove Dale, Ermine Street and parts of what is now the Viking Way. All these tracks were usually deserted in the winter – even along Dove Dale. One day, along a stretch of track leading to Croxton Kerrial, we suffered lots of punctures as some hedges had been cut. We had about 30 flats in total and spent time in the café sticking on patches to the tubes we hadn’t repaired en route.

If you ventured abroad many of the mountain passes in the Alps were gravel roads and in many countries minor roads were not tarmac. I recall the cobbles in Portugal (with holes and tree roots pushing through) and gravel roads in Sweden and Greece.

To appreciate the joys of touring read the next article about Sue and Paul’s tour in 2017 – I’ve added some hyperlinks do you can click to see more details of some places.

One day touring will all be possible again. I wish I still had the energy to do it.

## ALONG THE RHINE – Sue Revill

In the summer of 2017 Paul and I completed a cycle touring holiday starting from Nancy in the east of France and finishing back home in Nottingham (1165 miles). We followed the Moselle through the north eastern industrial areas of France. We joined the Rhine at Koblenz ([Deutsches Eck](#) - the ‘German Corner’ where the 2 mighty rivers meet) and followed it north to it’s exit into the North Sea above Rotterdam. Hook of Holland ferry to Harwich, then through Suffolk, a corner of Cambridgeshire, Lincolnshire and finally Nottingham.



We carried a tent and aimed to camp for about half of the trip. Didn’t work out that way - we had mixed weather and many of the campsites seemed to cater only for camper vans, but we did get to stay in a wooden camping barrel at Konz. We cycled through the famous vineyards at Piersporter and from the top of the Goldtropfchen - the famous golden slope - we watched the immense industrial barges sedately navigate the wide sweeping bends of the Moselle. A car was usually parked on the back of the barge - presumably for the captain to make a quick getaway from Rotterdam. In the evenings we enjoyed the numerous vineyard taps (like our ‘brewery taps’) - we learnt to ask for trockum - to make sure we were always served with dry white wine, otherwise it would have been the ‘sweet blue nun’ stuff reminiscent of the 1970s. On the whole most of the wine was good, fresh and went down all the better at 2 euros for a large glass.



Much was made of Roman Germany around Thier, Xanten and, at Neumagen, there was a replica Roman [wine-carrying galley](#), which offered 1 hour river trips to eager tourists - providing a welcome breeze in 30 degree heat- all without rowing.

Germany seemed like the electric bike capital of the world. When we strayed off the dedicated river cycle route, the cities and towns had protected cycle lanes, making cycling easy and very popular. The section of Holland we passed through was a cyclists dream - right of way at junctions and islands, joined up and protected cycle lanes, no angry car drivers.

After Koblenz we took a short southerly detour to St Goar to see the [Lorely Rock](#) and some of the Rhineland castles. Retracing on the opposite bank we rode to Koningswinter then crossed the Rhine to the Bonn side and searched Dreesen for the [Rhein Hotel](#)– Hitler’s favourite holiday hotel and where, in 1938, he met Chamberlain prior to signing the ‘Munich agreement’. In Cologne and Düsseldorf we enjoyed the summer festivals, with brass bands, parades, people in traditional costume marching, and on horseback, waving flags, jousting swords. We enjoyed many “brauhaus”, local beer houses where the beer was brewed on the premises, served by skilful waiters at your table. We learnt to place beer mats on top of our beer glasses to stop endless refills from the eager waiters.

The cycling through Holland was unchallenging but nonetheless interesting for that - along the top of man-made dykes against wind mountains (and rain), aghast in ‘windmill alley’, a visit to the stunning [Kröller-Müller Museum](#) and sculpture park outside Arnhem, and then amazing Rotterdam - who would have thought that a bombed out old port could be rebuilt to showcase a stunning myriad of contemporary architecture, and prioritise a pedestrian/cycle paradise. Highlights of the trip - the slopes and vineyards of the Moselle Valley, castles along the Rhine, cycling in Holland, the city of Rotterdam, and in old Blighty - the ride along the Suffolk coast and visit to the remains of [Dunwich](#), the village submerged as a result of coastal erosion.

### **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>.

For individual orders, buy online from ImpSport and it will 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	
<b>ProVision</b>	Bib Tights - no pad	1 S	30" waist	1	£10.00
	Bib Tights - no pad	3 M	32" waist	1	£10.00
<b>ImpSport</b>					
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

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