

Nottingham Clarion Cycling Club

www.nottinghamclarion.co.uk



Club News

September 2011

Club Contact details:

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NG2 4DH
Tel: 0115 9118183

Website:

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Email:

secretary@nottinghamclarion.co.uk

Regular Club events:

Club rides:

Saturday:

Meet at the Lime Kiln in Colston Bassett at 10am, meeting from 9.45. Have a look at the forum to see who is riding.

Sunday:

Irregular rides from the Lime Kiln. Meeting at 10am, check the forum first!

Weekly club training sessions starts at 7pm. Meeting at the new clubroom, National Water sports centre at Holme Pierrepont, Lady Bay, Nottingham.

Social Meeting 8.30 at the new clubroom, / bar National Water sports centre at Holme Pierrepont, Lady Bay, Nottingham.

Committee and Club Nights to be announced at new Clubroom or Lime Kiln

Club funding

It was announced at the beginning of September that the Club has secured a National Lottery Funded Small Grant of £6,400 from Sport England. This has been awarded to fund projects including the purchasing and maintaining of 6 more Islabikes for under 16 Club riders to compete in the Notts and Derby Cyclo Cross League. This will bring the Club's total of Islabikes to 14 and allow us to progress young riders from our new after school club at Abbey Road Primary into the League. The funding will also finance courses for some additional coaching staff to help meet the increased demand. We already have Dave Ash and Ricky Wildman taking Level 2 Courses in the New Year, and Graeme Swadling and Paul McBrearty taking Level 2 Track Specific courses to add to their standard Level 2 qualification. The award will also help towards the cost of hiring the club room for extra activities and facilities including Watt bike sessions, Women only sessions etc which will benefit the whole club.

The after school club will give us continuity in the under 12 age group, and follow on the success we have had in the last three years through participating in the Notts and Derby Cyclo Cross League. This has seen some of our original Go Riders progress through the league and onto competing in road and track events at National level, and we are now part of the East Midland Go Ride Track cluster of clubs, which enables us to send at least 8 riders between the ages of 9 -15 to ride at Manchester Velodrome every 6 weeks or so. Track riding is also available locally through the summer every Monday night at the outdoor Forest Town track, and gives youngsters the opportunity to ride track events firstly on freewheel bikes and then graduate onto fixed wheel track bikes. We have had youngsters taking part at Forest Town over the last two seasons, and Dave Ash is keen to build on that next year.

Huge thanks go to all the parents, coaches and riders that have helped put everything together and make it work, to Abbey Road Primary School, and Jenny for her dogged determination in getting the funding through!



**LOTTERY
FUNDED**



**SPORT
ENGLAND**

Club Annual Dinner and Prize Presentation Sat 28 Jan 2012

The club annual dinner and prize presentation will be at the Country Cottage at Ruddington again, on Saturday 28th January 2012, menus and booking information will be circulated in due course. The Club has a lot to celebrate and look back on already this year so should be a good one!

Wednesday Evening Clubruns Holme Pierrepont

Just a reminder that with the end of this year's Thursday Evening 10s you can now keep your weekly riding up by turning up at the club ride around the lake at Holme Pierrepont - meet at the clubroom and rides starts at 7pm!

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Club Clothing

We have club clothing in stock, at the clubhouse. Please ask Paul Harwood if you would like anything. Any member under 18 will be able to purchase the club kit with a discount of 25%.

Racing News

You can find out more about our 2011 programme of events on the website here:
<http://nottinghamclarioncc.sports.officelive.com/clubevents.aspx>

John Hughes and Mark McCartney took to the Clarion road champs and came 5th and 8th respectively, with John winning first vet!

National Clarion Road Champs Sat 3rd Sept

5 John Hughes Nottingham Clarion 4 1st Clarion vet
8 Mark McCartney Nottingham Clarion 7

A trio of competitors hit the North Notts Olympic Open 10 mile TT, with Simon, Darren and Gareth grabbing 15th, 32nd and 54th.

North Notts Olympic Open 10 mile TT Sat 3rd Sept

15 Simon Dale Nottingham Clarion 21.37
32 Darren Kerry Nottingham Clarion 22.46
54 Gareth Cooper Nottingham Clarion 23.33



ANDCC Lighthouse Trophy Open 25

An historic victory for the club! A real team effort led to a memorable win with Simon claiming Club 25 Champion in the process.

ANDCC Lighthouse Trophy 2011

Nottingham Clarion CC

Simon Dale 56:59 (Club 25 Champion 2011 by 6 seconds)

David Ash 57:05

Stuart Pryce 58:00

Stewart Gregory 58:28

Mark McCartney 58:31

Total 4:49:03 - that's just over a 7 minute improvement on last years time

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Racing News

RTTC GHS Championship Final Sat 10

Great rides by the lads on a really tough day, with Gabriel taking 18 secs off his individual record and the boys improving on the Club record team time by 57 seconds which is now 1-13-30. Charlie was also the 3rd fastest 13 year old!

Gabriel 23-26

James 24-35

Charlie 25-29

NDCXL Update

Round 1 saw the debut of a new course at Hilton. A modified motocross course, this was a mix of bumpy fields and wide dirt track, with several sections of compulsory dismount. A punishing opener, but a good turn out for the club saw representation at every level.



A taster of the course can be seen behind Callum.

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Racing News

NDCXL Round 2 saw a very different course at Southglade, Bestwood. Andy Woolf made his debut and reports below.

After a couple of years of considering doing some cyclo-cross and following a disrupted second part to my TT racing season, I decided to give it a go. A chance discussion with Paul H and he kindly offered me the use of one of his cx bikes so there really was no excuse! I made my debut (technically not true as I did an early NDCXL race when I was 14ish back in the 80's) at Round 2 at Southglade Leisure Centre near Bestwood. The first thing that impressed me when I turned up at the venue was the scale of the event, lots of competitors and families and a great friendly atmosphere. Clarion had a great turnout of 26 riders across all categories plus supporters! Thank you everyone for the shouts of encouragement as I needed them.

I started riding the course as part of the warm up and as other riders were telling me it was a fast open course with a few technical parts in groups of trees dotted around the open fields adjacent the leisure centre. Then it was time to start. The riders are gridded to help the race start and given my inexperience I joined the field at the back of grid with other newbies and riders who don't want to mix it with the faster riders (at least until they get lapped!). This is another great feature of the races, they welcome and cater for all abilities. The amount of senior riders means that despite the organisers best attempts there is inevitably a logjam of riders for the tighter bits of the course for the first half lap or so. A good start is crucial if you want to do well as you can find yourself nearly half a lap down by the end of the first circuit if you start at the back, not an issue for me but for riders at the business end like Kyle, it's why you see them at the front of the grid in the photos.

Then we were off and as Ricky commented afterwards for the first couple of laps I was all over the place! Not having ridden off road for about 3 years probably didn't help matters and it took me a while before I started to get into the race. I had quite a few sketchy moments mostly due to taking dodgy lines in corners and dropped my chain at one point in the race but didn't actually fall off and managed to avoid hitting the trees apart from a glancing blow to the helmet when I was trying to get out of the way of a faster rider on the last lap. I improved as the race went on and started to pick my way through the riders in front of me, particularly by taking advantage of the parts of the course where it was straight and open and where I could get the power down to make up time I was losing in the twisty technical bits. Realistically speaking, for a 'fat tester' like me cx is a bit of nightmare because of all the constant changes of pace and having to repeatedly haul my big backside up to speed, but as they say you should work on your weaknesses! I also had the nagging thought in my head about my lack of fitness given I hadn't really done much racing since the end of June and the finish came just in time as I was definitely running on empty during the last lap. Usual post race euphoria hit and it was a thoroughly enjoyable experience held in a friendly competitive atmosphere which I would recommend to anyone. If you are thinking about it, give it a go, you won't regret it! Why not help out or ride at our own forthcoming NDCXL event at Holme Pierrepont on Saturday 19th November?



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Racing News

NDCXL Round 3

Thornbridge was the venue for the 3rd round of NDCXL. Even with such large distances to travel, 23 Clarion members were present, with 4 U9s, 4 U12s, 7 Youth and 8 Seniors! This course was the most technical so far with the mandatory bumpy fields, but with two substantial sections of single track. The first section off the finishing straight was the scene of several accidental dismounts due to the gravelly sections. The second single track led down into a wooded area with two slopes and a set of steps. The two slopes were rideable, but for the mass early on it was a challenge with so many riders jostling for position and led to quite a number of falls. The Clarion representation did well, with Kyle Burleigh coming 18th, Ollie Peckover 7th, James Swadling 2nd and Lance Ash 4th.

After three rounds things are looking good for Nottingham Clarion, with good results and good turnouts. The future looks bright and we currently we have in the younger race categories:

U9 boys - 2nd
U9 girls - 2nd, 3rd
U12 boys - 1st
U12 girls - 1st
U14 boys - 2nd
U14 girls - 2nd
U16 boys - 2nd

with Kyle running high in the seniors.

Yorkshire RC Open 50m TT Sat 24 Sept

Good ride from Simon Dale in a fast field with many of the top BBAR contenders resulted in 17th place with a 1:50:48.

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Racing News

3 Peaks CX Race

This year Neil Mansfield returned to the race with a goal of sub 4 hours. An abridged version of his blog post is below, full version available at <http://peelypost.posterous.com/2011-three-peaks-cyclocross-oof-that-was-a-to>

This year I had some experience behind me, had trained better, and had more appropriate gearing and more suitable brakes on the bike. So, I was hoping to take 20 minutes off my previous time of 4:40, and to get to a position where a sub-4 hour time was realistic. These plans were scuppered by the weather, and the fact that I had been away with work each of the previous four weeks. I started with two riders who I had ridden with once before a few weeks previously, and had a grand plan for a 4 hour finish glued to their top tubes (Alan Dorrington and Greg May). If I could stay with them at least for Ingleborough I could maybe still reach my target. The sensation of turning off the road to start the Ingleborough climb is one of excitement; this is what the past few months of training have been for. Even my summer trip to the Alps was, in my mind, preparation for the Peaks. At the summit checkpoint I dibbed my tag with the GPS reading 1:00 - I was on target. I had lost Alan and Greg, and I expect that their timing plans had been soaked off their bikes by now. Through the fog I heard the familiar voice of Darrell Bradbury behind me and knowing that he had completed the Peaks 28 times before (yes, 28) decided to follow his wheel for the descent. Unlike last time, this guide meant that I arrived at the bottom without a crash, and there were the support crew ready to swap my camelbak before I sped off on the road section towards the second peak. Climbing Whernside was an uneventful slog, carrying the bike up the rocky climb, passing the injured Rob Jebb (2010 winner) en route. Checking in at the summit with GPS time of 2:15 it all seemed to be going well despite the conditions; who needs a grand plan glued to the top tube? The traverse across the top is high speed - as we encountered a long section of peat bog I felt the bike initially plane across the top but then start to cut into the soft soil. Speed only reduced gradually but handling plummeted to zero and I was thrown off spectacularly. It was a big crash and I was at first pleased to realise that apart from a sore head, I was basically OK... then slightly disappointed as I realised that the hardest part of the race was still to come, and I had left a lot of my remaining 3 Peaks mojo buried in the peat. At least one other rider behind me ended his race there with a busted collarbone and a lot followed the trend of high speed crashes at the same spot. After another camelbak swap from the support team it was on to the final Peak, Pen-y-Ghent. Compared to 2010 the climb up the lane was excellent. By this point if you don't feel physically exhausted you are either not human or not racing, and so wasn't too worried about the pain. I had geared the bike specifically for this few miles of rocky lane and was able to make it to the turn up the second part of the climb with no problem. It has been said that this Peak plays tricks on the mind. I put this down to the fact that you descend the same way as you climb, and so you are constantly being passed by riders a long way ahead of you; how you wish you were already on the way home to Helwith Bridge. The top of Pen-y-Ghent is the final on-course checkpoint and a place where the body has already given up screaming in pain and is now just whimpering realising that in the next 30 minutes every last fragment of energy will be used trying to keep control of the bike on the descent. The descent went well until only 200m before the end of the lane where I could feel some tunnel vision coming on. I was well aware that I had hit my head on Whernside and I have blacked-out before... no, it couldn't happen, not now. I had to stop, and realised that I was staring like a waxwork into the faces of some bemused spectators, while I took deep breaths and waited for the vision to return... and then I rode off. Thanks for the words of support - I don't know what you said. The final few miles on road comprise pushing against the cramp, time trialling, and overtaking the odd car. I turned into the finish, heard the commentator call my name and club and crossed the line. A few seconds later I had the print out of my official timings and the bottom line read 04:46:32. In the finish area I caught up with the stories of broken bodies and bikes. The person from the hostel who had stuck his eyebrow back on with gaffer tape, the broken ankle, broken leg, the dislocated collarbone and Dave Haygarth's already infamous 4:10 with a broken collarbone.

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Racing News

3 Peaks CX Race

What I love about the Three Peaks Cyclocross is that it pushes you to the absolute limit with your athletic capability, bike handling, psychology, ability to overcome pain, as well as skill as a mechanic in bike preparation. However, luck is no respecter of ability and there are broken bikes and bodies both for elites and the slowest.

As I finish this piece off I just realised that I subliminally inserted the phrase 'next time' earlier on. I am fully aware that, like a Class A drug, this race is so bad for your mental and physical health, and requires substantial financial commitment (for the specific bike components) but I think I'm becoming addicted. Alan Dorrington's online persona 'Crossjunkie' has just become far more pertinent. I'm not sure that I want to cold turkey, just yet. One more try, maybe...

