



**Club Contact details:**

**Postal Address:**

The Club House  
Pump Station House  
Daleside Road  
Nottingham  
NG2 4DH

Tel: 0115 9118183

**Website:**

[www.nottinghamclarion.co.uk](http://www.nottinghamclarion.co.uk)

**Email:**

[secretary@nottinghamclarion.co.uk](mailto: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!

**Wednesday:**

**Summer** (April to September) Junior Go Ride sessions. Meeting at the National Water sports centre at Holme Pierrepont, Lady Bay, Nottingham. Meet at **7pm** at the main building.



**Winter** (October to March) weekly club training sessions starts at 7pm. Meeting at the main building National Water sports centre at Holme Pierrepont, Lady Bay, Nottingham.

**Committee and Club Nights** to be announced soon when a new Club meeting room venue is agreed.

# Club News



Welcome to the December edition of the Nottingham Clarion newsletter. As always the newsletter needs your news and input so please send your contributions for the next one!

## Club Dinner and Award Presentation news

The Club annual Club Dinner and prize presentation will be held on Saturday 29<sup>th</sup> January 7pm for 7.30pm start at the Country Cottage Hotel and Restaurant, Suttons Courtyard, Easthorpe Street, Ruddington, Nottingham NG11 6LA. Partners are welcome for the 3 course meal with coffee for £20 per head. Full details on tickets, menu choices etc will be circulated shortly. It's a great opportunity for all the Club to meet up to celebrate this year 's achievements and get together just before the start of the 2011 racing season.

For last year's winners, please remember to return the trophies in plenty of time to Paul Harwood so we can get them engraved for the presentations.



Look at what you could have won.....

## Club AGM news

Sun 6th February 2011 4pm at the Park Yacht Inn, Trent Lane South. Colwick, Nottingham. NG2 4DS. It's your club – have your say!

## Credit where it's due...



This month the Club has achieved accredited **Clubmark** status thanks to a lot of hard

## Contact Details:

### Club Secretary:

Paul Harwood 0115  
9118183

[secretary@nottinghamclarion.co.uk](mailto:secretary@nottinghamclarion.co.uk)

### Racing Secretary

Phil Hurst

[racing@nottinghamclarion.co.uk](mailto:racing@nottinghamclarion.co.uk)

### Website:

Andy Woolf

[enquiries@nottinghamclarion.co.uk](mailto:enquiries@nottinghamclarion.co.uk)

### Newsletter Editor:

Andy Woolf

[news@nottinghamclarion.co.uk](mailto:news@nottinghamclarion.co.uk)

### General enquiries:

[enquiries@nottinghamclarion.co.uk](mailto:enquiries@nottinghamclarion.co.uk)

### Club Membership :

If you have any questions about joining the Club then please contact Club Secretary Paul Harwood on 0115 9118183 or via [secretary@nottinghamclarion.co.uk](mailto:secretary@nottinghamclarion.co.uk)

To join Nottingham Clarion simply download the membership form from the website

<http://www.nottinghamclarion.co.uk/about/join.html>

### Club Clothing

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

work. Clubmark is a nationally recognised set of standards that supports the development and recognition of quality junior clubs. To achieve Go-Ride Clubmark status clubs we have had to demonstrate minimum operating standards in 4 areas;

- Safeguarding Young People
- Sports Equity Club
- Management
- Coaching

You can find out more on the British Cycling website

Thank you to all the hard work done in achieving this.

## Club Events 2011

Looking forward to racing next year already? Provisional dates for the 2011 Club racing programme are available on the website and the forum, starting with the Medium Gear TT series on Saturday 26<sup>th</sup> February at the Lime Kiln at 11am.

## Club Membership Renewal 2011

A reminder that your membership will be up for renewal on January 1<sup>st</sup> (unless you joined after September 1<sup>st</sup> 2010)

## Club News

### And so it goes on (and on and on!)

I can remember a time in what seems like the dim and distant past when the cycling season slowed down and stopped for the winter. All that has gone by the board since we started doing the Go Ride sessions for the youngsters and got into the world of cyclo cross. Instead of putting my feet up by the fire at the weekends with a nice glass of something warming, I seemed to have slipped in to a parallel universe which sees me standing out in all weathers cheering on an increasing number of club members around a often muddy wet course with many obstacles (most of which Paul seems to manage to wrap himself around not only once, but on occasion, several times during an event!!!)

It makes for a long day with the youngest riders (under 10s) off at 12 midday, the under 12s at 12.30pm, the youths at 1pm and the "seniors" not off until 2.15pm. It's all good fun though; we had 15 club riders this week! These races are so well organised and there is always a burger/bacon butty wagon somewhere on site to make sure we are all catered for with loads of grub and lashings of tea etc. I'll never lose weight at this rate!

Apart from weekend activities, I've recently been involved with an interschool competition, an inter club evening Watt bike league and a holiday programme for the kids. Still to come for November we have a Go Ride Racing event at a school in West Bridgford and a "Nightrider" (nocturne) event in the dark at the same venue the first week in December. We are hoping to showcase the club at these events and will be handing out flyers etc, and loads of club kit should be on show.

As of the 16<sup>th</sup> of November Nottingham Clarion Cycling Club has officially been awarded full Club Mark status. This has been achieved since the EGM on 24<sup>th</sup> Oct so thanks to all those who attended and gave their support to getting the accreditation completed. It's amazing what you can achieve if you all work together!

Anyway that's enough from me, I'm off to wash some more muddy kit and get ready for the next event (and so it goes on!).

**Jenny**

## The Stories behind the Club Trophies (part 1)

*NCN: With the Club award ceremony approaching here is the little known and tragic story behind probably the most coveted of our Club trophies, The Chambers Bowl, which is given to the fastest evening 10.....*

## **The Chambers Bowl**

It was donated by Mr & Mrs Chambers, messrs Sims Sons and Cooke and the Nottingham section members. It is awarded to the fastest evening ten on the Nottingham course.

Eric Chambers was a member of the Nottingham Section of the National Clarion Cycling Club and a capable editor of the Clarion Fanfare, the club magazine in 1950-1951.

He joined the East Midlands Clarion cycling and Athletic club in 1950 in order to ride time trials and other racing events and became the evening 10 champion and course record holder in 22m-5sec.

Eric had a nickname he was called the Gannet due to the amount of food he ate on a cycling trip to the Lake District.

Eric was called up to do his national service, but came to the 1952 Easter Meet at Great Malvern wearing his uniform where with Ron Hudson in Naval uniform they did much sampling of the local waters, not the spa waters but the more intoxicating ones. Eric came to the Clarion Midlands union Whitsun camping weekend at Hemmingford Abbott where he was drowned in a tragic fatal accident.

Hemmingford Abbott is situated by the river between Huntingdon and St Ives. There where many Clarion Members, with Peterborough, Leicester, Nottingham and members from other sections.

The river Ouse split in to two rivers forming an island near the camp site. It was decided to hire punts and have a race around the island. Eric shared a punt with Henry Lloyd and Bert Booth and others including a member who had been called after a character in a radio entertainment programme by the name of Humphey, someone in their punt had an idea that they could go faster by standing up, which they did with the result that the punt sank in the middle of the river.

When the punt I was in passed them they were standing with the water just above waist high. Humphey couldn't swim so Eric swam with him to the bank, not the mainland side where the cows had made it muddy but to the island where the boats had moored sometimes. I asked the other members of my boat to stop and help but got a reply "they will be alright". The next time we came around again there was a lot of people at the spot we had last seen them. I was told that Eric was in the water and that when he had reached the bank he had put his feet down, not knowing that the water was 8 feet deep at that place. Both Eric and Humpheys heads went under-water and Humphey being unaccustomed to water panicked and clung to Eric and they both went down lower in the water. Henry and Bert reached the bank and Bert dived down and found Humphrey, then Bert put his hand above the water and Henry who was now on the bank throw the end of a rope that was tied to a tree into Bert's hand and pulled him with Humphey out of the water and he was revived. However Eric could not be found as the water was very cloudy and muddy; the police came with drag lines and found Eric's body approx 45 mins later. The father of Ian Clarke of the Peterborough (Fenland) section (who was a young man at then) found Eric on the bottom of the river but he had spent is energy getting down there and hadn't the strength to bring him up to he surface. Eric gave his life to save a friend and club member and it is fitting that there is a trophy in his memory.

Eric had the reputation of being accident prone and had rendered his own bike un-roadworthy so he borrowed Jack Gardie's bike when he set the course record of 22m-5secs. Jack's bike was equipped with gears and Eric had always raced on fixed wheel before, that was to his advantage on the night of the sixteenth of August 1951.

**Dennis Hall**

# Racing News

Honourable mention this month must go to:

## **Notts and Derbys Cyclo Cross League**

The club is being well represented in all categories but in particular Kyle is 4<sup>th</sup> in the Senior League standings, Ollie is 2<sup>nd</sup> in the Youth and James 3<sup>rd</sup> in the U12 category. We had a club record turnout of 15 riders at the recent Sinfin event in Derby.

## **Tales from a Hillclimb virgin**

Stewart Gregory took part in the recent National Hillclimb Championship;

As one of the little guys who actually enjoys cycling up hills, I had been looking forward to the (all too short) hill climb season and reckoned that the RTTC National Hill Climb Championships may be my one chance to take part in a championship event. With decent rides at Kinder, Long Hill, Whinlatter and Beeley, I got in some results that I thought should be enough to give me a place in the National. What I had not factored in though was that the National was a much shorter and sharper climb. So, the weekend before, I rode the Matlock CC double-header up Riber and Bank Road. It gave me some idea of the suffering I was about to put myself through in the National when I really struggled on these short, steep climbs.

With the National in the Cotswolds we decided to stay for the whole weekend. I used Saturday for a recce ride of the climb on one of those gorgeous autumn mornings when it just feels so good to be out riding. Unfortunately we did not get the same conditions for the race on Sunday.

I was fifth rider off at 11.05 am and twenty minutes before my start the heavens opened. The rain would continue on and off all day so all riders had the same wet roads to deal with. On the way to the start I began to think that the 140 psi in my tyres may be a bit much (particularly as I had suffered with traction problems at Riber the week before), but as it turned out I had no problems on that front.

I don't remember much about the ride and wasn't really aware of what was going on around me – it really is an intense effort of concentration to keep pushing. What I do remember though is seeing my minute man coming back towards me at about two thirds' race distance and the commentator starting to get very excited about the possibility of me catching him. Spurred on by my family, providing the loudest vocal support for anyone on the course, I did catch him with about 100 yards to race. As I crossed the line my attention moved to staying upright, coming to a very shaky stop and hanging on to my breakfast!

I don't think I have ever felt quite as rough as I did at the end of that five minute climb. Ten minutes later I was still 'looking very green'. With the rain still pouring we then had a 3.3 mile detour route back down to avoid the closed road climb. By the time I got back to the car I was a shivering wreck. By late afternoon I was back to normal.

Analysis of the results shows the error of my ways for riding these events. My half way split was somewhat faster than a lot of people who recorded considerably faster times than me for the full climb. I think the lactic acid build-up from the first quarter really stuffed my third quarter and it was only the catching of my minute man that kept me going well at the top of the climb. A salutary lesson learnt!

So, what were my overall thoughts from the day? – a great event to have taken part in, superbly organised and great levels of support on the hill for all riders. Therefore, despite the weather, it was a great day. Next year the National will be

on Long Hill at Buxton – a very different climb with the big ring grind perhaps suiting other riders – see you there.

For the record, I was fifth in the V45-49 category (84<sup>th</sup> overall) and Richard Birkin was 15<sup>th</sup> in the V40-45 category (118<sup>th</sup> overall). I rode 5.06.05 and Richard 5.43.00. It was won by Dan Fleeman in an amazing 3.41.1.

**Stewart**

### **Tour of the Peak**

Darren Kerry recently took part in the Tour of the Peak sportive;

The forecast was for a fine day, around 15c, wind picking up in the afternoon, perfect conditions.

Lined up waiting for the start at 8.00 am, nerves jangling, last minute instructions about the conditions and we're off. I have already decided to take it easy, after completing the short route last year and knowing what is in store later on. The start is a nice down hill but the road soon kicks up after a couple of miles over the hills towards Macclesfield before the first long ascent, the Cat and Fiddle (@10 mls). The climb is about 6 miles of steady incline; the views are getting better as the road gets higher.

Once at top, the run down the other side gives welcome relief to my heart rate, the sun is shining and the next 10 miles fly by. A few twists and turns and I arrive at the first feed station in Tideswell, time to top up bottles and grab some energy gels.

As I ride through Castleton (@40 miles), the sight of Winnats Pass looms large in the distance, my legs respond by instantly starting to cramp up. 'It's all in the mind' I tell myself and ignore the building pain. As the road goes ever up, the gears rapidly run out. Passing Speedwell Cavern I have no gears left and my thighs are burning, keep turning the pedals ignore the pain! I pass some other riders walking up the 'hill' as the gradient reaches 20+%, down to 3.5 mph and heart rate at 180bpm and feeling absolutely on the limit. A group of people near the top are cheering, clapping and ringing cowbells! Fantastic encouragement, I make it past the photographer, legs still screaming, and to the top.

Decision time. Straight on and do the 67 miler and only 25 to go, or sharp right to continue for another 50+ miles? Right it is, and immediately on to another short sharp climb, followed by a stunning decent through Edale and on to Ladybower reservoir (@53 mls).

Three or four further climbs in rapid succession and arrived at the second feed station at Langsett (@67 mls). Time for a proper rest, soup, energy gel and a chat to some other riders. A similar story of hurt, but everyone seems to be smiling, only 30 miles to go, and the small matter of Holme Moss. After 15 minutes or so, time to get moving. Legs say no!

Getting back on the bike, I was encouraged by a friendly chap who remarked how we had 'broken the back' of the ride. This gave me a much-needed lift remembering Phil and Mike's story of Holme Moss last year. As I approached the start of the climb just after Holmfirth, an old lady gave a cackling witch like warning of 'you'd better hold on tight!' oh dear!



She was right, after about 6 miles of climbing and reaching the 1-mile to summit marker on the road, the wind was incredible, almost blowing me over the barrier to my left. Leaning the bike over and moving my hands to the furthest extremes of the bars fighting to keep control and keep moving. Passing the photographer signifies the summit (@77 mls). What a view, this is what it is all about, clear blue sky, virtually no traffic, fresh air in the lungs – big grin time! I think I'm going to make it!



Descending at over 45mph down towards Glossop, chasing cars as they brake too hard for the corners, shall I overtake, I think delirium is setting in!

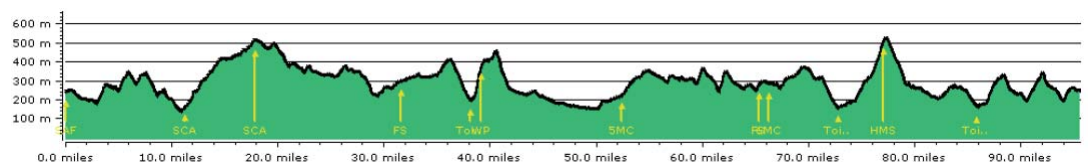
The last 20 miles or so should have been ok, but after the last 80 miles, even a molehill seems like Ventoux to my legs. There is nothing left, my heart rate will not go above 150, I have nothing left in the tank. There is some more encouragement from a family at the side of the road on the last climb into Chapel; they promised this was the last hill before the finish. More fantastic support at the finish from other riders families made you feel like you had really achieved something.

The sense of relief overwhelms, and I need to sit down, what a day: -

97 miles, 3500m climbing, 25% gradients, 8 hours riding, fantastic views, weather and support, elation on completion! Anyone up for next year?

PS, 3 days later, legs still in agony!

**Darren**



### **Colomba Chemo Classic Sportive**

On Sunday 15<sup>th</sup> November, William and Oliver Nuthall, Greg and Stewart Gregory took part in this sportive in Yorkshire. They were in esteemed company riding with young British professional riders Alex Dowsett, Adam Blythe, Ben Swift, and Lizzie Armitstead. Stewart Gregory had a great ride to finish with the 4<sup>th</sup> best time.

In our regular interview, the spotlight falls on an unsuspecting club member and we pull back the curtain with trepidation to discover a little more about them. Following a great debut year with the Club taking the Club 50 Championship and 2<sup>nd</sup> in the Evening 10 championships, it is the turn of **Simon Dale:**

**NCN: When did you start cycling?**

I've been cycling since I was really small, I remember cycling back and forward to primary school on a trike! In my early teens I used to go out with the CTC. Unfortunately my embryonic cycling career was cut short when I dislocated my knee when I was 14 and after that I dabbled until I did my first event, The Bealach Beag sportive in May 2008, the rest you know

**What cycling or sporting achievement are you most proud of?**

On a Bike: Riding into the Alpe D'Huez after getting a Brevet D'Or time in my first Marmotte.

Off a Bike: Crossing the glacier and arriving back at the alpine hut after completing a solo ascent of the Aletschorn, a 4200m peak in the Bernese Oberland in the Alps.

**NCN: What are your cycling ambitions for the winter, or for next season?**

Simple, to improve. For me, It's not about winning and nor is it about just taking part, it's about fulfilling my potential. So I hope to show an over all improvement in my testing next season. Hopefully I can also improve my placing in the Fred Whitton if I get a ride. I suppose I'd also like to establish myself as a sub two-hour man in 50s. Oh and to remember to tighten my saddle clamp up.....

**NCN: What was your grumpiest or embarrassing moment on a bike?**

Grumpiest: I count my saddle coming loose in the lighthouse as one of my 5 worse sporting moments along with my brace of failures on the north ridge of the Weisshorn and blowing ascents of a couple of famous rock climbs in Pembroke and Dovedale. I really was pretty P\*\*\*\*D off! It would have been good if all the Clarion riders could have got together afterwards.



Most Embarrassing: Getting spotted by members of this club commuting into work on my TT bike complete with disc, I only did it 3 times and I got caught twice!! Who needs a stalker with you guys out there.

**NCN: What would be your dream bike, or even whose bike would you like to own?**

It has to be a road bike rather than a TT bike, so as I'm a LOOK man, I'd have to say a black and white LOOK 595 with full Zipp finishing kit to make it light enough to take it down to the UCI weight limit *with* all the clobber that we amateurs have to carry on classic euro Sportives like the Marmotte.

**NCN: Who are your past or present sporting heroes?**

Dave Ash.....

Notwithstanding Mr Ash, I'm a big Lance fan..... Lance bashing seems to be trendy but at the end of the day while he didn't win that much other than the Tour, that's the race that every one wants to win so as a stage racer that makes him the best. I think the current witch hunt on the drugs is misguided. Although it's a huge problem and I believe the sport is if anything too soft on these people, It's now ancient history. Everyone was at it and like it or not he's an important symbol for cancer sufferers. This is one time when I think cycling needs to look at the bigger picture.

Sachin Tendulkar, imperious batsmen and a perfect gentlemen despite fame and riches. Perhaps premier league footballers could learn a thing or two!

**NCN: Outside of cycling, what are your sporting interests?**

I actually come from a mountaineering and climbing background and I still rock climb at least once a week. At the moment I'm doing more climbing than cycling as I'm off for 2 weeks rock climbing in Turkey.

I watch a bit of Cricket and occasionally partake in a day's bird watching.

**NCN: Given the opportunity, what would be your favorite ride?**

Circuit of the Applecross peninsula via the Bealach Na Ba in NW Scotland.

**NCN: The oldest cycling chestnut, Shimano or Campagnolo?**

SRAM – Its lighter and once you get use to it you change on the rear up or down with a flick of the finger, Front change is a bit iffy though ask Mr. Schleck!

**NCN: What is your weakness, steel aluminium or carbon?**

**Merry Christmas and a Happy New Year!**

Please send your news, views, articles and pictures to :  
[news@nottinghamclarion.co.uk](mailto:news@nottinghamclarion.co.uk)



Carbon

**NCN: Ok you've been out riding and you make a café stop, what would be your favourite order?**

Posh Coffee and a really nice bit of cake

**NCN: Tell us something about you that we don't know!**

I was/am the youngest person to climb all the Munros (Mountains over 3000ft in Scotland) I completed them in 1982 when I was 13. It was a family obsession; I think we were the first family to do them. I still go hill walking up there regularly and I'm just about to depart for a weekend up near Fort William.