

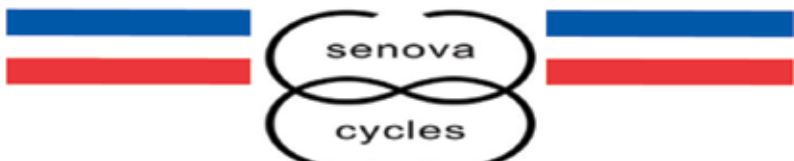
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NORTH ROAD CYCLING CLUB

GAZETTE



Paul Willcox (wearing the Red Jersey) waiting for start of Race Four



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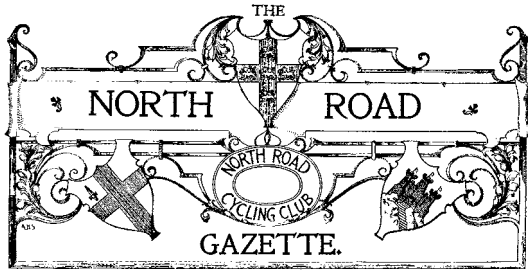
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March 2021

No. 1421

CLUB INTERNET SITE
www.northroadcc.org.uk



THE NRCC WAS FOUNDED IN OCTOBER 1885. WE PROMOTE A COMPREHENSIVE RANGE OF CYCLING ACTIVITIES INCLUDING RACING, ON AND OFF ROAD, TOURING, CLUB RUNNING AND WE HAVE AN EXTENSIVE SOCIAL PROGRAMME. WE AIM TO CATER FOR ALL AGES AND ALL LEVELS OF ABILITY

100 MILES – AFTERTHOUGHTS

I have often wondered what my times would be in current conditions. Other veterans have probably thought along similar lines. I like to imagine that my times would have been a great deal quicker, but you cannot roll back the years so you would never know. For a start I would need to be about 60 years younger. A nice theoretical exercise, but in practice who knows.

Over a period of eight years (1954 to 1962) I went from 4:47:05 (20.900 mph) ignoring the eight minutes late start to 4:20:40 (23.018 mph) which is an improvement of 9.20%. It is physically impossible to maintain this rate of improvement over the nearly six decades from 1954 to 2020. The faster one goes any improvements are harder to achieve. A fairer test is to relate my time of 4:20:40 to competition record of 3:54:23 in 1962 to the current record of 3:13:37 which is 17.39% better than the 1962 record. On this basis my 4:20:40 is reduced by 45 minutes 20 seconds to 3:35:20 which I find impossible to comprehend as being within my capabilities. This is a personal advance of 45 minutes compared to an advance of 41 minutes in competition record. If I was capable of a personal improvement of say 10% I should be able to record a time of 3:54:36.

Taking into account factors not available in 1962 such as tri-bars, better and lighter equipment, knowledge of better training and dieting, improved clothing, handlebar computers, and the outside influence of increased traffic wishful thinking produces a possible personal best time in the region of 3:45:00. As one who has marshalled

Contributions for the Gazette should be sent by the 16th of each month to the Editor: **Paul Groves (01992) 551574, e-mail, paullyngroves@btinternet.com**. If you have not got my address, contact me by telephone or e-mail and I will give you my address.

at many events one can bear witness that increased traffic flows do have a major influence on competitors' times. An unfair advantage, but life is not fair!

In 1953 Vic Gibbons set the record at 4:06:31 as opposed to the current record of 3:13:37 so over the 67 years the average improvement has been over 38 seconds per annum. My average improvement over 66 years has been just below 23 seconds per annum, so I should have reduced my time to 3:55:35, so I consider a time of 3:45:00 feasible taking all factors into consideration. A nice theoretical exercise which has stretched my mind as I am no statistician and it took two attempts to pass "O" level maths.

Before the days of pocket calculators *Cycling* printed by Temple Press, published Cycling Speed Tables. My second edition of 1954 sets out the fastest times for ten miles as 20 minutes or 30 mph, 25 miles as 1 hour or 25 mph, 30 miles 1 hour 6 minutes or 26.786 mph, 50 miles as 1 hour 52 minutes or 26.786, 100 miles as 4 hours, or 25 mph and the maximum distance for 12 hours. as 272 miles. No mention is made of 24 hours, but I can still remember the sense of awe when Dennis White from Swindon Wheelers in 1956 topped 20 mph for the first time with 484.64 miles. David Brailsford (Ineos Manager), in another context is quoted as remarking that small differences can make all the difference. All I can say is that all these small differences however insignificant at the time can lead to a large gain over the years.

Graham Thompson



CONTINUING A CYCLING TRADITION



Coming from a family of professional cyclists, it was hard for Paul Willcox (above) to keep his bike aside after coming to Oman five years ago.

“My first perception when arriving in Oman was that it was too hot and not suited to cycling, however, I was soon inspired by the Tour of Oman in 2017 and picked up the bike again”, Paul from United Kingdom said. It reaped quick rewards as the British expatriate had success in the Haute Route Oman (mountain climbing), a three-stage day sportive race with an international field held in Jabal Akhdhar consisting of 240 kilometres and 2,650 metres.

“I finished here in third place overall to two British cyclists, and highest placed



finisher based in Oman,” Paul, who’s working as an Engineer for Petroleum Development Oman (PDO).

An active participant of the Oman Cycling Association (OCA) Championship and other cycling events, the 44-year-old is fit as ever and has just won the 40 plus category in the first Duqm Championship on January 16 (Page 11).

“I have been an enthusiastic cyclist since my early school years, having been born into a passionate cycling family. My late grandfather Arthur Lancaster was a tireless worker for a British cycling club based in North London, called North Road Cycling Club. It is one of the oldest cycling clubs in the United Kingdom, founded in 1885.”

And there was only one choice when he named his race team in the Sultanate — North Road Oman.

HISTORIC CLUB

The club is steeped in history and tradition and very active in road racing and time trialling within British cycling.

“My grandfather was a member for 67 years and chairman for the Club as well as holding roles as a British Cycling Federation Commissaire and Road Time Trials Council.

My father, Mike Willcox (pictured top), was a very accomplished time trialist for the North Road Cycling Club in the late 1970s and early 1980s, riding at national level and held many club records that stood a couple of decades. My uncle Andrew Lancaster is now the current Chairman of the Club. Paul also regularly reports his racing stories to the United Kingdom Club and thereby spreads awareness on the Oman cycling races in his home country.

In Oman, Paul met many enthusiastic cyclists. “Having met many enthusiastic cyclists in Oman, I joined many club rides and then came to know there was also a popular racing scene, organised by the OCA. I was desperate for competition on the bike again having not raced since my teenage years, and subsequently I joined the second race of the season 2019/20 and quickly had success with a third place in the Masters (+40) in the Nizwa Road Race.” (Page 9).

“I soon followed this up winning the open Individual Time Trial (ITT), the same event which I successfully defended as part of the Championship this season. With my father having been a very successful cyclist himself, I looked to him as my coach and he has been building me up with a solid training regime for past 18 months, which is now reaping the rewards.”

“My strengths and passions on the bike are time trialing and hill climbing, being the previous two winners of the ITT and also leading the team to the win in the Team Time Trial this season.”

AIMING THE RED

In the OCA Championship, Paul is second overall after the Stage Five in Nizwa (Page 9). With three more stages to go, he hopes to get back to the top and win the red jersey. “There are now many young talented cyclists competing in the championship. This can be seen with the top standings mostly occupied by under-23 riders. These guys are fit and very enthusiastic, which is fantastic to see.”

“I’m currently sitting in second with Abdullah al Ghailani deservingly taking the top spot from me last week. There is only one point between myself and Mundher al Hasani. The final three races of the season are going to make for an exciting finish. I still have good chance to finish with the red and will be pushing hard all the way to the final race to be held at PACA in March.”

Oman Observer

KEVIN’S HILLCOAT PUZZLE



Finally finished it Graham. I think you could put one of your photographs on a puzzle like this. – **KEVIN HILLCOAT**

OCA CHAMPIONSHIPS

RACES FOUR AND FIVE PLUS INAUGURAL DUQM RACE CHAMPIONSHIP

Paul Willcox

OCA ROAD RACE FOUR – MUSCAT AIRPORT LOOP



The race on the December 18 saw us taking on another flat circuit of a loop near Muscat's International Airport.

The team was to make many attacks, with a final surprise one which we were hoping could stick. Therefore, being flat I choose my aero wheels to try and give me an advantage in situation where I'd possibly be out front for a sustained period.

The breakaway was not to be, so we stuck it out for the sprint finish. All was going very well for me and got myself well positioned until the last 200 metres, where I experienced a full "speed wobble" in the sprint at peak speed, so violent that I thought my front wheel had collapsed, and lucky not to be thrown. I had to back off and lost crucial spots.

Finishing down in the Open I still managed third in the Masters Category. On checking I found the wheel significantly out of balance. Sixteen g a brand new



wheel I believe this led to the speed wobble, and a learning for wheel selection in road racing!

Szczepan (last season's Champion) still took third place in the Open for North Road Oman, and we go into the fifth road race that took place on January 8.

The next three races feature more undulating courses which suit our team, and I narrowly hold onto the lead in the Open and Masters Category at the Championship halfway stage.

OCA ROAD RACE FIVE – NIZWA

The OCA championship started again in 2021, with the fifth race of the series within Omans historic and ancient city of Nizwa. Three 40 kilometre laps, partly though the town centre, including a shortish, but testing climb to be negotiated each time.

It was a Great race – and tough competition. A couple of breakaways of riders that weren't in the championship GC contention stayed away. Tough fight in the main peloton. I Finished in 17th place overall, but managed first place in the Masters.

I slipped In the championship GC, and now hold second spot – not too much



damage done finishing in the group with the higher placed riders. I'm leading the masters – all still to race for with three road races remaining!

Team North Road Oman short in numbers with some of the team absent due to winter holidays, but we at least filled the Master's Podium!

Szczepan Pietruszka and Simeon Gelacio in second and third place respectively.

Good race Daniel Baldwin!



INAUGURAL DUQM ROAD RACE CHAMPIONSHIP



January 16 saw the inaugural Duqm Road Race Championship with over 100 riders participating – a five hour drive South from Muscat – a one off sponsored race, separate from our ongoing championship. A tough, but great circuit was set out and elevation changes, with a great views out to the ocean, not that we had much chance to take all that in!

Our team tactics panned out well, with a great team ride from North Road Oman. After the neutralised start the race began frantically with Dan chasing down any breaks. Bradley Perkins our guest rider made the jump to get in a fast breakaway after the 25 kilometre mark. The breakaway stuck and we and the following riders could not bridge back. Brad, at just 17 years of age, made a fantastic sprint finish to grab third overall, and first place in the under 23 category (orange jersey)! An up and coming talent.

Szczepan, Rob, Simeon, Dan and I had a tough ride in the following peloton. Then three of us got into second breakaway with 15 or so riders – good finish in the sprint





from me I managed to just take first in Masters (blue jersey) – with Simeon in third spot in Masters too. Szczepan unfortunately flatted out with 15 kilometres to spare, but the hard work done for the team. The Open and overall winner (Gold Jersey) was Mashari Al-Khalili from The Royal Oman A Team.

A great day of racing, and the guys took a healthy share of some good prize money on offer.

MASHARI GRABS FIRST HONOURS IN DUQM

Royal Army's Mashari al Khalili clinched the first honours of the Duqm Cycling Championships with a timing of 2 hours 20 minutes and 5.66 seconds in Duqm on Saturday.

Gulf Cycles' Abdulrahman al Yaqoobi was second by virtue of seconds (2:20:06.21) and North Road Oman's Bradley Perkins from the United Kingdom finished third (2:20:20.65) in the inaugural event organised by the Oman Cycling Association (OCA) in collaboration with Special Economic Zone Duqm (SEZAD).

The 107 kilometres road race saw 15 teams in action which include two new teams – one from Duqm Special Economic Zone and other from Qurayat.

Rest of the 13 teams include Ahli Sidab, Al Rustaq, Al Shabab, Sur, Izki, North Road Oman, Gulf Cycles, Arsen Endurance/Diver Store, Nizwa Club, Brothers Team, Capital Team, Ibri Club and Royal Army of Oman.

The race started from Duqm Airport and finished near SEZAD headquarters.

A total prize money of RO 2,200, was distributed among the winners in the elite, 40 plus and under-23 categories.

Yellow jersey winner Mashari got a prize money of RO 500, while Al Yaqoobi got RO 300 and Perkins got RO 200.

Eng Yahya al Zadjali, Acting CEO of SEZAD, was the chief guest in presence of OCA President Saif al Rashdi and other officials.

NORTH ROAD OMAN SHINE

North Road Oman swept the under-23 and 40 plus categories with Perkins and Paul (2:23:36.74) leading the charts. Perkins brilliant show earned him the orange jersey for the top rider in the under-23 section. Paul, a seasoned campaigner, expressed his delight in winning the 40 plus category and the blue jersey. "It is a good win especially after my young team-mate Perkins had taken the under-23 honours," Paul said. "Overall it was a great day for our team North Road Oman," the United Kingdom rider, who is second overall in the ongoing OCA Championship.

In the 40 plus section, Ahli Sidab rider Yousuf al Shakhaili (2:23:36.84) claimed second and North Road Oman's Simeon Gelacio (2:23:36.85) finished third.

In the under-23 section, Royal Army's Said al Rahbi (2:20:20.80) finished second and Ahli Sidab A rider Mundher al Hasani (2:20:21.67) claimed the third position.

In the under-23 and the 40 plus sections, the top three winners got RO 150, RO 100 and RO 50 respectively.

The race was organised in accordance with the International Cycling Union (UCI) regulations.

SEZAD Organising Committee members Saleh al Mamari and Mustafa al Balushi were present along with OCA panel members Khalifa al Jabri, Ishaq al Balushi, Sultan al Rawahi and Saud al Rawahi.

E-MAILS TO THE EDITOR

Congratulations on an excellent edition, Paul.

Neil King

Paul,

Thanks for the inclusion of my race reports. Perfect!

Regards,

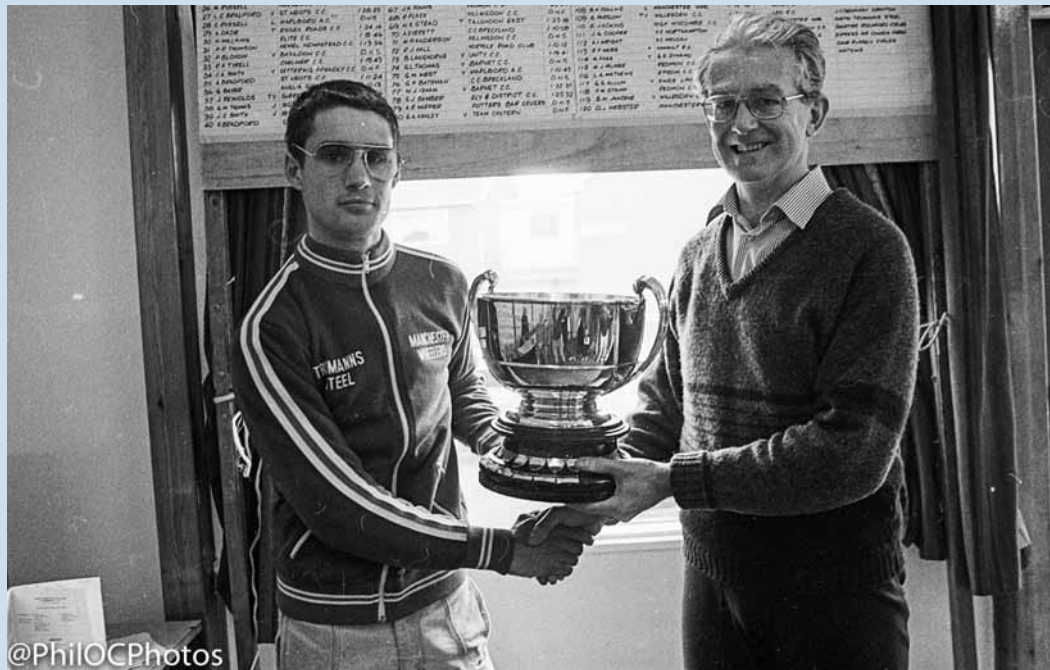
Paul Willcox

NRCC GAZETTE

The North Road Cycling Club Gazette will now be sent out by e-mail in a pdf version to every member of the Club. If you have changed your e-mail address or have not received it, please contact **PETER NUNN (Membership Secretary)**, pete.nunn@gmail.com to make sure you are on the mailing list.

HARDRIDERS 1987 PICTURES





@PhilOCPhotos

Pictures: Phil O Connor and thanks to Emma Bruton who sent them to me.



@PhilOCPhotos



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NORTH ROAD CC HARDRIDERS 2021 CANCELLED DUE TO COVID 19



PREVIOUS WINNERS OF NORTH ROAD CYCLING CLUB HARDRIDERS EVENTS

The first rider under the hour was Chris Boardman.

Prior to 1955 event promoted by Kingsdale Cycling Club

1955 R. Gosman (Barnet CC) 1:19:37

1956 to 1958 promoted by Norion Cycling Club

1959 – A. Howling (Castille Racing Club) 1:12:49
1960 – I. Moore (Zeus Racing Club) 1:08:53
1961 – J. Bompas (Finsbury Park Cycling Club) 1:12:14
1962 – D. E. Meekins (Welwyn Wheelers Cycling Club) 1:12:58
1963 – T. Nimmo (Letchworth Velo) 1:05:58 – 23 miles
1964 – S. Lovatt (Century Racing Club) 1:10:58
1965 – B. McKeown (Welwyn Wheelers Cycling Club) 1:09:19
1966 – B. McKeown (Welwyn Wheelers Cycling Club) 1:08:15
1967 – B. Lapworth (CC Islington) 1:10:28
1968 – J. Winstanley (Finsbury Park Cycling Club) 1:08:23
1969 – J. Winstanley (Finsbury Park Cycling Club) 1:09:57
1970 – C. Kearley (Whitewebbs Cycling Club) 1:07:04
1971 – J. MacMillan (West London Cour) 1:05:56
1972 – J. MacMillan (West London Cour) 1:05:53
1973 – R. Cary (Whitewebbs Cycling Club) 1:09:08
1974 – D. Sheehy (Hainault Cycling Club) 1:09:39
1975 – S. Poulter (Highgate Cycling Club) 1:11:58
1976 – A. Engers (Woolwich Cycling Club) 1:08:34
1977 – R. J. Downs (VC Olympia) 1:06:42
1978 – R. J. Downs (Anglia Sport) 1:08:28
1979 – S. Yates (Archer Racing Club) 1:06:46
1980 – T. Stevens (34 Nomads) 1:03:45
1981 – R. Cary (Professional) 1:10:47
1982 – M. D. Pyne (CC Breckland) 1:02:03
1983 – D. J. Webster (Manchester Wheelers) 1:01:39
1984 – D. J. Webster (Manchester Wheelers) 1:00:38
1085 – D. J. Webster (Manchester Wheelers) 1:02:56
1986 – D. J. Webster (Manchester Wheelers) 1:02:46
1987 – D. J. Webster (Manchester Wheelers) 1:00:29
1988 – E. J. Adkins (High Wycombe Cycling Club) 1:04:31

1989 – J. Walshaw (Professional) 1:03:00
1990 – T. M. Jackson (Invicta Racing Club) 1:02:14
1991 – C. M. Boardman (Manchester Wheelers) 57:20
1992 – R. J. Prebble (Wembley Racing Club) 59:08
1993 – No event (weather)
1994 – S. Dangerfield (North Wirral Velo) 58:00
1995 – G. Butler (Norwood Paragon Cycling Club) 1:00:00
1996 – G. Butler (Norwood Paragon Cycling Club) 58:32 – short course
1997 – S. Yates (Team Clean) 58:44
1998 – M. Belfield (GS Strada) 1:00:20
1999 – G. Butler (Norwood Paragon Cycling Club) 1:05:25 – 28.2 miles
2000 – C. Newton (Midridge CRT) 1:01:57
2001 – No event (weather)
2002 – J. Ramsbottom (Race Scene) 1:04:41 – 27.4 miles
2003 – C. Newton (Corima Racing Team) 51:03 – 22.2 miles
2004 – No event (weather)
2005 – M. Huchinson (Api-Metrow) 54:23 – 23 miles
2006 – M. Huchinson (in-Gear Quickvit Racing Team) 59:14
2007 – R. Prebble (Pinarello Racing Team) 59:45
2008 – J. Ramsbottom (DeRosa Racing Team) 42.55 – 18 miles
2009 – S. Gaywood (Team Corley Cycles) 58:36
2010 – M. Bottrill (I-ride.co.uk) 59:30
2011 – W. Sybrandy (Team IG-Sigma Sport) 42:22 – 18 miles
2012 – W. Sybrandy (Team IG-Sigma Sport) 56:36 – Course record and 25 mile event record
2013 – Joe Perrett (Team IG-Sigma Sport) 49:21 – 22 miles
2014 – Ashley Cox (CC Luton Cycling Club) 56:47
2015 – Ashley Cox (CC Luton Cycling Club)
2016 – Lloyd Chapman (Pedal Heaven Cycling Club)
2017 – Lloyd Chapman (Banks/Catford CC Equipe) 51:15
2018 – No event (ice)
2019 – Ollie Jones (ActiveEdge Race Team), 47:36 – Road works cut to 21.2 miles
2020 – Oliver Stockwell (Flamme Rouge Cycling Team) 51:33
2021 – No event (Covid 19)

ELV HOG HILL SUMER SERIES 1

Thursday, May 13, 2010

Regional B, 1 hour.

Frank Rawlins was 13th and Ian Coles 21st at the first race of the Eastern Region Velo Thursday Summer Series at Hog Hill.

**RACING REPORTS, ARTICLES, PICTURES, ETC
REQUIRED FOR THE GAZETTE**

80s MEMORIES



ROB PARRISH. Bert Brisdon pushing off – could be me as start timekeeper (standing). Just outside Essendon on the B1000? The finish would be at the same place, hence the chief timekeeper in the car.

IAN TURNER. ROB PARRISH. Out of interest what event/course was this please? Is it a Hardriders event and if so what was the course back them. Thanks.

ROB PARRISH. IAN TURNER. Same as the current course, but starting and finishing in Essendon, involving a short stretch on the A1000 at Brookmans Park, before turning up towards Cuffley, with Essendon Hill the last one. Headquarters was Essendon Village Hall. North Road Hardriders. Last Sunday in February. The current one starts near Queenswood School, and finishes short of the A1000 before Brookmans Park, and uses Queenswood School as headquarters, cutting out the turn onto, and off, and traffic lights on the A1000.

IAN TURNER. Thanks – yes familiar with current course, but always interested in the historical routes – cheers.

ROB PARRISH. IAN TURNER. See if you can get hold of a start sheet including Plough Hill, Cuffley, Northaw and Cuffley Ridgeway. Bucks Alley, Bread and Cheese Lane, Hammond Street Road, Wormley West End and Park Lane Paradise. About 1959. Used when I rode it a few times. Deadly. I slid off on ice in Bucks Alley one year and gravel on Bread and Cheese Lane another. I think it finished between Cuffley and Northaw then. Housing developments put an end to those. But it's worth a ride around to see what us oldies had to endure.

IAN TURNER. ROB PARRISH. I have a pretty good record of the courses back to the 90s, but would be great to get details of the earlier years.

ROB PARRISH. IAN TURNER. I forgot the climb up Darnicle from Newgate Street – and then, when Hammond Street section was abandoned, the climb back to Newgate Street again!

ROB PARRISH. IAN TURNER. Pretty much as I described. Someone should have a record of start sheet copies, possibly Graham Thompson or Mary Cook as Roy kept archives before he died.

IAN TURNER. ROB PARRISH. I live opposite Mary so will ask, thank you.

ROB PARRISH. IAN TURNER. One year it started and finished on The Ridgeway with the final climb being Vineyards.

IAN TURNER. ROB PARRISH. That's just nasty.

ROB PARRISH. IAN TURNER. Yep. That's the only one I stayed upright and finished.



ROB PARRISH. Me on Plough Hill, Cuffley in 1961. Sixty years ago! God! I was 16 years 1 month old.

IAN TURNER. ROB PARRISH. Great memories.

ROGER SEWELL. Probably there with Dad and David doing a bit of marshalling at Tyler's Causeway.

ROB PARRISH. GRAHAM POTTER. Thanks. I think that was the first "open" event with pros. Using Bayfordbury House as Headquarters. There were other variants prior to that.

GRAHAM POTTER. Hardriders 1982.

GRAHAM POTTER. ROB PARRISH. This was the first Hardriders I rode – you were the event secretary.

DATES FOR NORTH ROAD CYCLING CLUB EVENTS

**THE DATES BELOW ARE OBVIOUSLY PROVISIONAL
WILL BE SUBJECT TO GOVERNMENT COVID-19
RESTRICTIONS AT THE TIME**

HARDRIDERS – February 28, 2021, 8 am – Cancelled
CLUB TWO UP 10 – April 18, 2021, 10.30 am
SOCIAL NIGHT – April 20, 2021, 7 pm
SOCIAL NIGHT – April 27, 2021, 7 pm
KEN DAVIS SALVER ROUND 1 – May 4, 2021, 7 pm
MEMORIAL 25 – May 8, 2021, 11 am
KEN DAVIS SALVER ROUND 2 – May 11, 2021, 7 pm
KEN DAVIS SALVER ROUND 3 – May 18, 2021, 7 pm
KEN DAVIS SALVER ROUND 4 – May 25, 2021, 7 pm
HOG HILL CRITS, HOG HILL – May 31, 2021
KEN DAVIS SALVER ROUND 5 – June 1, 2021, 7 pm
KEN DAVIS SALVER ROUND 6 – June 8, 2021, 7 pm
KEN DAVIS SALVER ROUND 7 – June 15, 2021, 7 pm
KEN DAVIS SALVER ROUND 8 – June 22, 2021, 7 pm
KEN DAVIS SALVER ROUND 9 – June 29, 2021, 7 pm
KENNETH LUSH MEMORIAL ROAD RACE – July 4, 2021, 8:30 am
KEN DAVIS SALVER ROUND 10 – July 6, 2021, 7 pm
KEN DAVIS SALVER ROUND 11 – July 13, 2021, 7 pm
KEN DAVIS SALVER ROUND 12 – July 20, 2021, 7 pm
KEN DAVIS SALVER ROUND 13 – July 27, 2021, 7 pm
KEN DAVIS SALVER ROUND 14 – August 3, 2021, 7 pm
KEN DAVIS SALVER ROUND 15 – August 10, 2021, 7 pm
KEN DAVIS SALVER ATHLETES TT – August 17, 2021, 7 pm
CLUB HARDRIDERS – September 26, 2021, 10.30 am
HILL CLIMB – October 10, 2021, 10.30 am
CHRISTMAS TEN – December 12, 2021, 10.30 am

ROGGO'S (AU REVOIR) RAMBLINGS

Dear Mr Editor, Was very saddened to hear that the 117 years old format of the North Road Gazette has ended without proper consultation between ALL members of the Club. For me, it was a decision that should not have been taken on the whim of a few members on a Zoom call and should have, at least, waited for a proper Annual General Meeting. or, better still with the complexity of "normal" life and the likelihood that many would be unable attend such a meeting, have a postal survey regarding the future of the magazine.

As it was several members knew nothing of the action and it was too late to raise objections anyway. I am convinced that North Road traditional procedures and protocols were not adhered to in making this ruling especially as, if the reason is to do with finance, it should have gone through to an Annual General Meeting motion after all members had been sent the treasurers report for the financial year. If the question had been put to the whole membership I am fairly sure that a fair and sensible solution could have been found coupled with a bit of respect for the older members who were more likely to prefer a booklet style.

An issue this important surely warrants more in-depth consideration. The Club Committee is not a secret society, it allows frank and honest discussion which stay in those meetings without any recriminations, but the committee also has a commitment to be transparent as it is "in charge" of the club for a year and should, as has happened in the past, occasionally have an official message from one of the team relaying to the members they represent what is happening in the club.

There has always been a sense of satisfaction to hear the letter box rattle and receive that little booklet. Settle down with a cup of coffee and biscuits and catch up with events. For my generation the club has been like a family within a family. The *Gazette* has served the club faithfully through two World Wars and though never an easy task to be Editor was, nevertheless, a rewarding one.

Once before an important issue was decided at committee level and that was the decline of the 24-hour classic. It was understandable in the circumstances, but, as organiser, I had offered to continue with the event even suggesting that a 25-mile race could be held prior to the 11 am start time in order to encourage more members to attend – it was not to be!

The most contentious issue, possibly ever, was the admittance of ladies into the Club, acrimonious feeling developed between the factions. Sophie Bruton (I believe) was treated rather poorly by certain members and it took several Annual General Meeting's and a full postal ballot to get the outcome that I supported. It began in 1975 (and quoting from the Second 50 years), "The Annual General Meeting debated a special resolution to delete Article 4 of the Club's Articles of Association. The motion, put by Roy Cook, would have, if passed, admitted female members. It was carried, narrowly, 22 votes in favour and 18 against, but failed because three

fourths majority was required to pass a special resolution. This defeat triggered a bitter and sometimes abusive running battle between proponents and opponents, which monopolised a great deal of *Gazette* space throughout the following year”.

The Annual General Meeting of 1976 saw another resolution to admit ladies and was carried by 28 votes to six against. A poll vote was then asked for and subsequently taken. The result was: in favour 51 votes, against 31 – again missing the required three fourths needed. However, in 1977 another poll vote was called for which paved the way for Jo Mynott and Dulcie Walker to become the first ladies to be elected. It was an unpleasant time, I was organising the Memorial 50 in 1976 (I think) and can still remember an early morning telephone call from president Bill Frankum chastising me for getting the printer to put my wife’s name on the start card as organiser!

The North Road *Gazette* has long been admired and envied by other clubs, it has been part of the ethos of the club and it is very sad that it should end in this, rather disrespectful way, because other solutions have been found for other problems with the correct debate and discussion. North Road members have a knack of finding the right “course of action” after proper consultation. Many members have kept their copies and the booklet size edition has been a boon since it was introduced in favour of the larger versions.

Now amongst their neat stack of Gazettes there will be copies of Ellsops (Loose Leaf Sheets of Paper). I for one will not be printing them, I have enough sheets from my “Ramblings”, I always proof read from a hard copy rather than a screen, it is easier and more convenient.

Reading the North Road Facebook page is interesting because it seems, reading the various comments that very few (if any) older members actually have signed up thus indicating that to use modern technology might be disadvantageous to the older generation and that a compromise must be sought so that members have an alternative option. It must be seen to be fair otherwise those who cannot or don’t want to have a digital copy will suffer a form of discrimination – that would be unacceptable in today’s society.

As such, this will (happily for some) possibly be my last contribution for the Ellsop but I will leave you with a mathematical equation which has arisen from the manner in which we (some of us but NOT all) were informed of the change.

$X - Y = Z$ Where X is the total number of members. Y is the number of emails sent out to members And Z is the number who have been missed and do not know anything regarding this momentous change.

The answer so far (that I know) is four, but until every member is contacted using the Gazette list of addresses we will never know the true state of this debacle.

An insert with the final postal issue would have been the correct way to educate the membership but, alas, this was not to be.

PS George if you are reading this give me a ring. Oh you can’t can you, as you haven’t got a computer and email and don’t have a clue what is happening. Only joined in 1984 and done so much for cycling in our area!

Roger Sewell

HORSES AND CYCLISTS

– INSIDE INFO ON “PASSING WIDE AND SLOW”

How wonderful the feeling, gliding through the country lanes, bike running smoothly, sun on your face, cycling buddies at your side, and then you round a corner and come face to face with a horse and rider.

It's so important we all share the roads with equal respect for each other. With the huge increase of land being developed for houses and roads, more and more bridleways are being built on. With cycling booming and more cyclists travelling out to the country to get some quality miles in, we are meeting horses far more often.

There are only a small percentage of cyclists that have experience in handling or dealing with horses, never mind actually riding one. So it is no surprise that passing them can be a bit nerve-racking. Hence, I thought it may be a super idea to pass on a few tips and give those people on steel/carbon/ali steeds, that don't have experience with our equine friends, some insight into how the horses brain works.

The horse is a flight animal, so the first thing it is going to do when scared is run, usually in the opposite direction of whatever has scared it.

Just like every animal, they all have their own personalities and some are calmer and braver, while others are nery and cautious Unfortunately, the only way to educate a horse about moving traffic, is to actually take it out on to the roads.

I can safely say that it was usually the older and more confident horses that gave me most trouble. What is important to remember in all this, is that you never know what, the horse you are approaching is like as an individual. So it is best to approach them all in the same way.

SIGHT – The horse has a 350 range of sight, it only needs to turn its head slightly to make that 360. The 10 it can't see is directly behind it. That is why, sometimes if something pulls up quickly from behind, it will get a fright. As a natural prey animal it is automatically programmed to be very wary of any sudden unseen or unknown movements, from the side and from behind. So ideally, when approaching from behind, slow down and pull out slightly, this gives them a chance to see you.

SOUND – Their hearing is as not as good as their sight. You will see a horse move its ears to pin point where a noise is coming from, in order for it to focus on the sound. Whether approaching a horse from the front or from behind, please do shout ahead to the rider, anything from, “Are you ok to pass” or “Coming up behind you”. This serves two purposes, firstly, if coming from behind, even if the horse has spotted you the rider probably hasn't, secondly the horse relates and recognises a human voice, by shouting ahead, the horse relates more to you as a safe moving object. When you shout ahead, you will see its ears flicker, it can move its ears by 180.

When a car passes us on our bikes, too fast and too close, boy does it infuriate and

upset us. It is really dangerous and there is no real need for it. It is no different for horse riders being passed by cyclists, except it can escalate out of all proportion very quickly, you are dealing with an animal.

If you do find yourself in a situation with an unsettled horse and rider, stop and allow the rider to regain control of the horse and allow the horse to become more settled. You may find the rider will move the horse forward to get it off the road and out of their harm and your harms way, pulling into a farm, side road or bridleway to give you a clear way of passing them safely. Do give them some space to do this, remembering the horse is a flight animal, if you're too close it will see you as chasing it.

My club time trial course is on a route that has at least four or five stable yards on it. On a summer night, just like us cyclists, horses and riders are out enjoying the evening around the lanes too. Please slow down if you meet a horse while out racing. Is a great time really worth someone's life, and possibly a young horses future? It could be you being injured, and not necessarily the rider/horse.

And for those, that skimmed straight to the end, a quick recap

SLOW DOWN – The horse is a flight animal, anything moving at speed can frighten them.

SHOUT AHEAD – Both horse and rider, need to know you're there. Ask the rider if they are safe to pass. The horse will relate to your voice.

MOVE OUT SLIGHTLY WHEN APPROACHING FROM BEHIND – The horses blind spot is directly behind them.

PASS WIDE AND SLOW – Once the rider has acknowledged you, pass them and continue enjoying your ride.



As people we can make things better or worse for ourselves. Let's try and make things better for everyone using the roads, by showing everyone the respect we would like to be shown ourselves.

Thank you.

Nicolette Chandler-Salih

Image Courtesy of Jan Parsons



CORONAVIRUS UPDATE

As the difficulties surrounding Covid-19 continue, finally there is light on the horizon as regards the resumption of competition. The position varies as between England, Scotland and Wales.

ENGLAND – On February 22, the government published its “Roadmap” to set out the way forward and the gradual relaxation of the Covid-19 restrictions.

Formally organised outdoor sports will be allowed to resume in England from Monday, March 29, 2021. To be allowed to go ahead, any such sport will need to be compliant with guidance issued by the relevant National Governing Body.

The government plan to ease lockdown requires four tests on vaccines, infection rates and new coronavirus variants to be met. If that does prove to be the case and those tests are satisfied, then organised outdoor sport will be able to resume once more in England from and including Monday, March 29, 2021.

Cycling Time Trials is pleased to confirm that as the situation stands at present, it is not proposed to extend the current suspension of events beyond that date.

Accordingly, assuming that there is no change to the Government “Roadmap”, both Type A and Type B events can be held from and including Monday, March 29, 2021.

When holding an event, whether that be a Type A or Type B event, it is essential that the requirements as set out in the CTT COVID-19 risk assessment are followed. If any club or organiser is in any doubt as to whether or not an event can proceed, please contact the National Secretary (Legal and Corporate) nick.sharpe@cyclingt看metrials.org.uk.

The Covid-19 risk assessment and guidance – Putting on a Cycling Time Trials Events under Covid-19 is available on the CTT website:

<https://cyclingt看metrials.org.uk/documents/index/covid-19>.

CTT will continue to monitor the position closely. The threat of Covid-19 and the risk of infection does still remain. **If you are not well or showing signs of Covid-19 then please do not attend at any CTT event.**

POLICE NOTIFICATION FORMS – open and club events – Although this may have been done already, clubs and organisers are reminded that they should send the PNF to the relevant police authority to ensure the necessary legal requirements

will have been complied with. The PNF must be received by the relevant police authority at least 28 days before the day of the event.

SCOTLAND – Currently, organised outdoor activities in Scotland are not permitted. Following the Scottish government’s announcement today, it is not yet clear when formal organised sports in Scotland will be able to resume. A further statement will be issued by the Scottish Government in mid-March and it is hoped that this will provide some clarity as to when formal organised sports in Scotland can take place once more. Accordingly, there cannot be any time trials in Scotland until such time as this situation changes.

WALES – Similarly, organised outdoor activities in Wales currently are not permitted. As such, there cannot be any time trials in Wales until such time as this situation changes. A further announcement is expected from the Welsh Government in a little under three weeks’ time.

Tuesday, February 23, 2021

NRCC GRASS TRACK MEET HARTHAM COMMON



Nigel Cameron, Richard Somerset and Neil Lewis pictured at the North Road Cycling Club’s Grass Track Meeting at Hartham Common, Hertford.

Does any member know what year this was?



HIGHWAY

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