



Hull Thursday Racing 2018

Hull Thursday rc



Racing and Competing as a Hull Thursday Member

Hull Thursday's Ethos on competing and racing is:

“To promote participation in racing and value all team members whatever their ability.
To encourage improvement. To support each other. “

Racing and competing covers quite a range of disciplines: Time Trialling, Cyclocross, MTB, Velodrome and BC, TLI and LVRC road racing. Some people stick to one form of competing; others get involved in many different disciplines or vary between summer and winter.

However, in order to encourage more participation we have volunteers who work as ambassadors to:

- To encourage participation
- To pass on basic advice e.g. about licences, categories, booking races
- To help form a supportive environment for all competitors

Our current Ambassadors are:

Lee Coulson	BC/TLI racing leeroy6@hotmail.com
Neil Dean	LVRC racing neil.dean@outlook.com
Kyle Butler	Velodrome racing kylemathewbutler@hotmail.co.uk
Neil Cleminshaw	Time Trialling neilclemishaw@hotmail.com
Dave Millson	Cyclocross & MTB davidmillson@hotmail.com

If not already racing, or if you retired from racing, is it time you challenged yourself in 2018?
Are you ready for some excitement to be added to your cycling?

You won't be on your own, off the top of my head all these people competed in one form or another in open races, and I am bound to have missed off some names (oops sorry if I did):
Lee Coulson, Paul Campbell, Dave Millson, Ben Warner, Doug Jaram, Connor Wilson, Joe Spivey, Finley & Hermione Pickering, George Leighton, Mike McAllister, Phil McCormick, Rich Bielby, Andy Carroll, Jim Trevor, Neil Cleminshaw, Mandy Dean, Neil Dean, Dave Jacketts, Rob Stones, Rich Dean, Shaun Nicholson...

So, if you fancy a bit of a thrill this year, read on and find out more.

Amanda

P.S. All you racers, how about being 'Mini Ambassadors'? Post races, time trials on Hull Thursday Road Club Facebook to encourage others to join in the fun and/or send a race report to Scene htrc-scene@outlook.com



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BC and TLI Racing: *Lee Coulson*

If you want the thrill of racing in a bunch shoulder to shoulder with other riders, competing for sprints or breakaway attacks there are basically two options for you: British Cycling events (BC) or The League International (TLI). They both offer open road or closed circuit races but their races are principally run differently just don't forget your helmet!

BC Racing <https://www.britishcycling.org.uk>

To race a road or closed circuit BC event, firstly you need to be a member and hold a racing licence of theirs. Memberships are available in bronze (£23/Y), silver (£43/Y) and gold (£74/Y) with varying benefits and allowances attached to each. Most of the riders seem to have a Silver membership, but check out the website to see what fits your needs best. A racing licence is free to U16, £18/Y for Juniors (16-18) and £38/Y for Seniors (18+).

Any BC event is divided into categories from Elite at the top to 4th 'Cat' for entry level racers, and when you look to enter an event you will see which Cats it is open to (i.e. E/1/2/3/ or 4). Entry fees start from around £10-12 going upwards depending upon the level of costs incurred by the organiser such as: traffic management, HQ fees etc. and rider prize money. Road courses or closed circuits vary in layout, which is completely down to the organiser of each event as to the location they want to use and ultimately how difficult it may end up being. Basically, shorter races on easier courses for lower level racers and longer more demanding courses for higher level racers.

Any first time racer becomes a 4th Cat and may only race in events open to that category. To gain 'promotion' to a 3rd Cat you must gain 12 points associated with finishing positions in events, typically top ten (10 for 1st down to 1 for 10th). Although, the higher the category of race (e.g. 3/4 or 2/3/4) the points generally open up more (30 for 1st down to 1 for 15th) but regional/national classification has the defining selection on this as is explained in the BC handbook. For instance, in a 2/3/4 race you will have a wide range of riders ability levels but you all set off at the same time which can be a great experience of riding in 60 rider bunch but the stronger or more experienced riders hold the advantage. Saying that, there are 3/4 races, 3rd only and 4th only races too, so what actually ensues is the thrilling game of racing throughout each season when you try and place highest in events to gain points to move up the categories, or down if you don't gain enough. Once gaining 3rd Cat though you never drop back down to 4th Cat.

There are loads and loads of races to do across all categories and areas of the country, simply search the website to find an event which works really well and is pretty easy to do. Most events have online entry so no need for filling entry forms in and some even allow you to see the other entrants and course details before you enter. It works best to enter in advance but some events do allow you to just turn up and ride, although it is more expensive.



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A new BC crit series to try this year is the **Cliff Pratt Deca Community Crits** at the new Ennerdale circuit which is set to run in the 'off week' of road race league but this series lasts longer so condenses into 1 every week for the last 3 weeks.

TLI Racing <http://www.tlicycling.org.uk>

To race on the road in a TLI event firstly you need to be a TLI member, whether you enter an event in advance or just turn up on the day. Memberships are free for U18 and £12/Y for 18+. You can buy a day membership if you just turn up to an event hoping for a ride for £5, although this no longer covers open road racing, only closed roads and off road events.

TLI events are meant to be divided into age range ability groups and then handicapped. However, in reality they are reclassified into ability groups then given timed gaps as a handicap, meaning that the less experienced or novice riders set off first and the more experienced or stronger riders set off in various groups at timed intervals afterwards. The timings and groupings for each event are down to the event organisers and their personal experience of the course and the riders. They aim to provide a fair race where every rider has the opportunity to win, meaning: the timings should aim for all groups to come together towards the end of the race providing each group has worked their hardest. Therefore, the incentive is to work hard as a group rather than having solo or small number attacks which should then give you the best chance of success. Although, attacks or breakaways still do happen and can be down to an individual racer's strategy. Races tend to be around 30miles long and many form part of a series, although this isn't always the case. You can search for events on their website, although they do highlight events through their handbook too.

One series locally is the **East Yorkshire Road Race League** coordinated by HTRC which has eight Thursday evening events within a short distance of Hull. Top ten places from each event gain points towards the series prizes. Series entry is £40-45 which is great value and a good place to try racing for the first time.

Lee



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Velodrome Racing: *Kyle Butler*

I am a Track Sprinter racing for Hull Thursday. My race season consists of Rounds of the National Sprinters League all over the country, National Masters Track Championships and the York Track League.

Sprint meetings are full day events, which start with a Flying 200m to qualify. This then seeds the riders, and then from this seeding riders are put into cat and mouse 1-on-1 Match Sprints, where in the early rounds it's knockout rounds, but then later on it goes to best of 3. The day may also include a Kierin too, this is where riders follow a derny, which winds up the pace of the line to 50kmph where it moves off the track and then it's an all-out sprint for usually about 600m-750m (depending on the size of the track) to the finish.

The York Track League is where I earned my British Cycling Cat points. Races to be eligible for points have to be over 3km, races can be scratch, points and elimination based. These are bunch races technically and more endurance formatted.

Training: Working on the bike and in the gym. Being a Track Sprinter the rides were not the long 50 to 80 mile rides, but short explosive ones and lifting weights working on power and strength in the gym. More recently I have been having a good amount of Velodrome time over in Derby, tweaking the position on the bike and putting efforts in the on the track so come Easter Monday I should be race ready and going to give it my all.

It is exciting racing on the Track. If you want to give it a go and need advice, drop me an email,
Kyle





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LVRC Cycle Racing *Neil Dean*

The League of Veteran Racing Cyclists <http://lvrc.org.uk>

These races are open to the over 40s only. Each event has 3 races for age groups 40-49, 50-59 and 60+ and you are even allowed to compete in an older age group than your calendar age would indicate. Prizes are awarded in 5 year age bands. Neil can advise about racing outside your calendar age group.

LVRC annual membership, including the race licence, costs £20 (which includes 3rd party liability insurance). Standard race entry fee is £10 (£15 for championship and national series events).

The LVRC is run by cyclists for cyclists with events not allowed to make a profit – once costs are covered all surplus money is given out as prizes.

There are races all over the country and a number within cycling distance of Hull. There is an online entry system, although most organisers still accept entries though the post. The events are friendly and the racing pretty safe, but don't think it's going to be easy. The races are very competitive with some seriously strong riders in every age group.

There are a number of local races: Burton Fleming, Great Limber and our own Vic Sutton LVRC Walkington race will be on again in 2017 on Sunday 27th May.

Did I mention the fabulous post races buffets?

If you intend to get involved, or need more information, drop me an email.

neil.dean@outlook.com

Neil

Mandy Dean: I was late coming to racing therefore LVRC was my only option and it's been a really positive experience. I was worried about safety and although cycle racing can never be safe the majority of the riders are really experienced and don't do daft things. Females race against men who are 10 years older. So far I have not been able to come near a winning position but the guys are really encouraging. It's a great environment to race.



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Time Trials: *Neil Cleminshaw*

The beauty of Time Trialling is its simplicity; man & machine against the clock or in French “contre la montre”. The rider completing the distance in the least time is the winner, there’s no unfair advantage, and each rider is set off alone on a measured course which can be a set distance or a circuit. The Timekeepers have watches that are synchronised, so a stopwatch is not running on each individual rider, riders are set off at each minute on the minute and their race number (pinned on the back, so clearly visible from the rear) usually coincides with the minute on the start sheet. i.e. No 1 sets off at 14:01hrs, No.2 at 14:02hrs etc. The riders are ‘held up’ at the start by a pusher-off, often held from 30 seconds to go, ample time to clip into the pedals, balance yourself, take a few deep breaths as the Start Timekeeper counts down, 20 seconds....15, 10...5,4,3,2,1, GO!

The finish timekeeper (with Chequered Flag / Board) records the actual minute and second past the hour the rider finishes, noted against their race number so then can simply deduct their start time from the finish time and calculate their race actual time (if rider No.2 set off at 14:02, and finished at 14:23:30, then their race time would = 21:30, twenty one minutes and thirty seconds). This is a well proven method and it is of importance for individual riders to shout out their own race number when passing the finish Timekeeper, this audible call and the Timekeepers visual confirmation makes the process very reliable.

Hull Thursday RC is affiliated to CTT so no licence is needed, you just need to be a first claim HTRC member in order to race for the club. Club clothing should be worn when representing the club and I for one am extremely proud to do so (plain clothing is acceptable, but strictly no trade-team clothing unless you are a professional employed by that team!). Open events are open for any members from affiliated clubs to enter, some popular courses attract huge entries and the field is usually restricted to 120 riders setting off at 1 minute intervals (2hrs between rider No.1 and Rider No.120). The entry system is usually based on previous performances declared on the entry form (available from the CTT website). The fastest riders (on paper) will automatically get in, however there are ways to improve your chances if you are new to the sport and need to record some qualifying times. Firstly club events are less stringent on previous performances and you’ll certainly get a ride. You can enter a season long series with HTRC, you can also benefit by entering on the line at other club’s club events for a few pounds on the line (just remember that priority goes to the promoting club, but they will make you welcome all the same). Another way is to add that you are willing to be a reserve rider if the event is oversubscribed, this will probably get you a ride as inevitably in a 120 rider field something will happen to prevent several riders from being able to start. The reserve system allocates say 10 reserve places, and as long as they are on the official start sheet, then those riders can fill in the gaps created by the other riders failing to make the event. Finally there are Open events that have restrictions to enable newcomers or maybe lesser able riders to get a ride on those popular courses, these may say riders slower than 22 minutes for 10 miles in the last three seasons, or simply the ‘slowest 120 riders entered’.



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It's great to set a goal, either target an average speed or aim for a certain time for the event – the best advice I'd give is pace your efforts over the complete course, aiming to completely empty the tank in the closing section. You will find this form of competition demanding and extremely rewarding when you feel you've got it right.

There are also team time trials, with 2 rider teams the gap is 2 minutes, 3 rider teams its 3 minutes, beyond that for 4 riders the gap is usually 3 minutes and one rider can be lost so the finish time goes on the 3rd rider over the finish line. The key thing with Team events is good communication, pairing riders with similar abilities, good pacing and playing to each riders strengths, not riding against each other, but working cohesively and finishing together is key, sharing the workload along the way is great when it works well, will undoubtedly increase the average speed compared with individual performances (all things being equal!) however it can be brutal if not!

I'd advocate the use of a race helmet, aero preferably (but not essential) the CTT also encourage a red flashing light on the rear of the bike to aid visibility to approaching motorists. I believe a rider must be 12yrs or older to compete in time trials on open roads, and if under 16yrs requires Parent/guardian approval – which is completed on the entry forms. The club membership covers part of the insurance, and an element of the entry fee covers the rest. There are often sub sections in races, such as age related awards, categories for Schoolperson / Lady, Veteran etc. The club series has a section for standard road bikes, so you do not have to have a full-on TT bike to compete.

Cycling Time Trials website has now been updated with a great user ID and log-on system, enabling riders to record previous performances, access event calendar information, enter online and view results etc. Usually it's around £10 per event to enter, entries usually close some 2 weeks in advance to enable the organiser to process the entries, lay out the field, and post out or email the start sheet. Open Events usually have an event HQ where the competitors will have to 'sign on' against their name and collect their race number. Many have shower facilities for post ride, with refreshments available when you return your race number. A large result board is usually displayed, and that becomes the focal point as the riders' times are called through and added for all to see. Events are well-signed, well marshalled and well organised in my experience. www.cyclingtimetrials.org.uk

There are club trophies awarded at the end of each season, for all the various categories, and each club event has a trophy allocated for the winner on actual time. Also the fastest 10 mile and 25 mile TT of the season by a first claim member will also be awarded a trophy.

The Veterans Time Trial Association should be explored via the following link for those aged 40 and over, events promoted throughout the season. Individuals must also join the VTTA for a modest fee to their regional centre www.vtta.org.uk

If you intend to get involved and need more information, drop me an email.
Neil Cleminshaw neilcleminshaw@hotmail.com



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MTB/Cyclocross: *Dave Millson*

As well as road riding Hull Thursday RC has a good contingent of club members who enjoy getting a bit muddy. An increasing number of club members enjoy mountain bike or cyclocross races. Many enjoy the local bridleways of East Yorkshire and maybe a trip to Dalby Forest or Sherwood Pines. We have always had strong links to Cycopaths MTB group <http://www.cycopaths.org.uk/> <https://www.facebook.com/groups/cycopaths> "There is no formal membership and anyone can join us to ride". Clicking on their Google Calendar shows meets on Sundays and Wednesdays 18:30pm – 20:30pm from various locations.

Cyclocross Racing

Every weekend during winter across Yorkshire and Lincolnshire there are a series of cyclocross events. A great starting point into cyclocross racing is in the Autumn and Spring Nocturne events held at Costello Sports Stadium in Hull. They cover all ages using the grass bank areas surrounding the running track. You can turn up on any bike you wish but remember grip is your friend! Costello, Wednesday 6.30pm under 14s, under 16s 6.50pm then 7.40 pm seniors/vets etc. It costs £10 with BC licence or £10 plus £2 day licence. Under 14s free, under 16s £5 and entry is on the day. Information is on the BC website.

Once you are completely hooked then the granddaddy of all cyclocross races is the Three Peaks in The Yorkshire Dales, strict guidelines on type of bike and survival kit must be adhered to. The cost is approx. £50 plus donation to Mountain Rescue (as they are busy removing bodies during the day) and you have to apply with the previous few years' Palmars to prove you're capable and it is generally over-subscribed.

Mountain Bike Racing

Mountain Bike racing comes in many disciplines and the British have the best riders in the world at Downhill and Enduro (mix of downhill and cross country), we also have some pretty good young riders in cross country. Cross Country racing was massive in the 1990s and is now having a resurgence in the last few years.

The thing about mountain bike racing is it's exciting, it's a battle against the terrain, and the other riders are the least of your worries. Getting yourself around the course in one piece is a success, and what a course we had at Parkwood Springs in Sheffield. Using most of the man-made jumps, berms, rocky drop offs and the new 4x MTB track around the old dry ski slope area, that mysteriously burnt down a few years ago, it's a full on compact circuit.

Hull Thursday RC has a small number of riders who race cross country. During the warmer months there are plenty of events in the North of England including the great Nutcracker Series or country wide there is the British Mountain Bike Series. If you like a challenge, mass start events similar to a sportive can be found, good ones an hour's drive from our area are



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Holme Valley and Calderdale Challenges. These take from 2-4 hrs to complete depending on your fitness or how much of the amazing views you take in!

Races like Nutcracker are again BC - £24 in advance, bit more on day, needs a BC day licence if not member. Open 5 adventure is £37.50 including SI card hire (dibber) for the check point proof of visit. Challenge races are similar price to road Sportives with free tee shirt or buff! No separate insurance is required as covered in entry fees or BC membership. I have a silver BC membership which covers MTB and CX races but BC points are not gained. The points system is also completely separate from road races. CX is age based whereas MTB is age but senior 19 - 29 also has ability categories Sport, Expert and Elite.

If you enjoy running and map navigation, in some of the beautiful and wild places mainly in the North of the country, the Open5 Adventure racing series is highly recommended. They are best described as an off road orienteering duathlon. We have had one or two HTRC club members enter these over the last couple of years.

As you can see, there is a good choice of differing off road racing and there's always a warm welcome,

Dave



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A WAY OF LIFE (SMART training) *Richard Guymer*

At the time of writing it's probably two months since you turned a pedal in anger and it's about sixteen weeks until the next racing season starts. If you haven't started to plan for next year's campaign, then you should be doing it now. Whether you're finally putting your Olympic medals in the vault or putting your Humberside Time Trial Team Championship medal in the drawer it's time to sort your goals for next year and how to achieve them. Over the years my dreams have changed from wanting to win the Mini Milk Race and then the Milk Race and then the Tour de France. We all have to have dreams but then most of us have to be a bit more realistic. For some, a goal maybe to gain a first category licence or to go under the hour in a 25 mile TT or do a 20 minute 10. For some like me, the goal is not now to do well in races (not for now anyway) I've been there and got several T shirts (not yellow jumpers though). My goal in recent years has been to get fit enough to get through a week or so in the French Alps and in reasonable shape.

Whatever your dreams or aspirations your goals should be SMART or even SMARTER. They should be Specific, Measurable, Agreed, Realistic, Time related, Exciting and Enjoyable and Recorded. "A" should also be for adjustable because you never know what life might throw at you.

Goals have to be Specific, goals that are vague are neither measurable nor possible to achieve. Measuring and recording progress is a good incentive to keep you going. Goals have to be Agreed either with yourself or your coach. If you don't have a coach make a Record or a contract with yourself and ensure you keep to it or make sure that you have a good reason not an excuse if you don't. Realistic goals are achievable, however if they are too easy there will be little incentive to improve, too hard and you may become disheartened. Goals should always be Time related but remember they can be adjusted. The timing of goals helps keep you focused. The route to achieving your goals should be Exciting and Enjoyable to keep you motivated when the weather is awful or if things aren't going to plan. Most important is that you have to enjoy riding your bike (a lot). Being half hearted will not get results, sorry but it won't!

As well as your main goal or goals you have to have intermediate goals. These may be to do well in a local road race before riding a regional or national championship, or in a club time trial before riding an open event. In my case I ride the local Sportives e.g. The Heart of the Wolds, Pock Pedal and Big G. Although these in no way prepare you for the Alps they are a measure of how fit or unfit you are compared to the same time last year. It will, by the way, be my tenth Big G this year and they always get better.

I've enjoyed riding my bike, whether it is on the road, track, off road and even in a cycle speedway event for over 40 years, and I still go out thinking that I can win whether it be in a sprint for a village sign or first up a hill. I must point out however, that my dreams soon turn into reality when I haven't won the sprint for the sign nor been first to the top of a hill. The



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point is I can still dream and if you want to succeed in this sport you have to stay in the mind-set that you can win. I am reminded about the time when Stephen Roche asked his son Nicholas what he thought he could do in the Tour of Spain. Nicholas replied that he wanted to do his best. His father said don't bother going then! I think that is probably a bit harsh but you get the point.

Cycling has been a way of life for me since my early teens. It has enabled me to go places and meet people I otherwise wouldn't have done. There have been some bad times especially when I've been injured or ill and even banned for six months (not my fault honest, but that's another story). Mostly though the memories are of good times and I am sure that there will be many more to come.

I will have my goal set for this year. Whether I achieve this is not the point. The point is that I have one. What's yours?

Rich



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Race Kit

The black and white race kit can be purchased by anyone for the purpose of racing for Hull Thursday. There is a small amount held in stock. Contact neil.dean@outlook.com to check on stock or if you need the Pactimo shop opening. Orders can be placed with Pactimo and once the combined £200 minimum order value is reached the shop is closed and the order delivered.



The Blue and Yellow kit is perfect for social and training rides and can also be used for racing.

It is now on sale and is fabulous value.

E.g. short sleeved jersey £20

However, stock is very low.

Visit: <http://htrc.co.uk/about/clothing>

HTRC Incentive scheme

The incentive scheme applies to first claim members competing in HTRC colours in competitive cycling events*. Payment will be made in the following year on the 30th April, providing that the individual is still a first claim member. The scheme started with the 2012 season, with payments being made in 2013.

100% of race fees will be reimbursed for every race started for juveniles and juniors and 50% of race entry fees for every race started for senior and veteran age categories.

50% of race licence fees will be reimbursed for all categories rising to 100% of a race licence fee when 5 races have been entered for that licence. Claims must be made for each calendar year by the end of the following January. The scheme is to be reviewed annually.

**Competitive events include: open road races (includes RR league), open time trials, open track events, open mountain bike races and open cyclo cross. Not to include: sportives, audax and triathlon/duathlon.*