

Info Guide



NPCC
NORTHUMBRIA POLICE CYCLING CLUB

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**NORTHUMBRIA
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Chairman's Welcome

01

Welcome to the Northumbria Police Cycling Section. This leaflet is intended to welcome new members into our section, and offer useful and simple information on how to get the best from both the Northumbria Police Cycling Section, and cycling generally.

As mentioned in the opening paragraph, this booklet is a very concise handout intended to offer advice and guidance to people new to our club, and maybe also new to cycling generally. However, it would be remiss of me not to take this opportunity to mention the invaluable work that a small enthusiastic committee do on our behalf. In closing this very brief introduction, can I just pay tribute to your cycling section committee, in particular; at the time of writing to Peter, Paul and John. Their efforts and enthusiasm ensure we have a lively, progressive, informative and functional cycling section. Without your time and efforts we wouldn't have a club, so on behalf of us all, thank you lads!

02

Members' Facilities

As a new member of the cycling section, you are entitled to several facilities and options. These include all of the following:

- A variety of cycling clothing with NPCC logos, at a generous cut price
- Individual membership of British Cycling and other governing bodies (apart from Triathlon)
- Advice, if needed, on training and on cycle and equipment purchases
- Involvement in recreational club rides and regular updates on meeting places and proposed routes. The speed of the ride is governed by those riding - slow, medium or brisk tempo. No one will be left behind or dropped on our club rides
- There are currently two annual long weekends away on cycling trips across to the lakes, with overnight accommodation provided at very modest costs. Rides are accompanied by the force mini bus

Your own valued proposals and ideas are always encouraged, so don't hesitate to speak to one of your committee members, or attend the section's AGM.





Northumbria Police Sports & Social Club (NPSSC)

03

The NPSSC was originally formed in the early 1970s. The general philosophy at the time was to provide employees of Northumbria Police with a recreational and sporting platform that would give members the chance to partake in their chosen pursuit/s, whilst allowing and promoting sporting representation on behalf of the force in a wide and varied sporting or recreational arena.

Over recent years, to allow for progression, the NPSSC has become a limited company. The business of the NPSSC is handled by a group of elected Directors. There is a Chair Person, full time Secretary, and a board of elected Directors. The board meet on a regular basis to discuss all NPSSC business, and make carefully considered decisions on behalf of all members. An Annual General Meeting takes place, normally in May each year, whereby Directors are either re-elected or replaced, depending if other members are willing to stand. All sections within the NPSSC are encouraged to be represented at the AGM. The cycling section has always been fully represented.

The board of Directors decide, following careful deliberation, how each sporting or recreational section will be financially supported over the coming year. Part of the decision making process is governed by the size of each section, and by the proposals put to the board by the section committees, as to how they see the coming year progressing.

Apart from being a member of our cycling section, there are many advantages of being a paid member of the NPSSC. In brief these vary from sporting and recreational physical involvement within sporting sections, to the provision of mini buses, cheaper cinema tickets, golfing deals, a lottery, and cheaper holidays through the NPSSC's very own travel agency, and of course provision of fitness room facilities across the force area. All this for 75p a week!

Further information on the wide ranging possibilities provided by the NPSSC can be found on the force NPSSC web site at www.npssc.co.uk or from the Secretary Steve Gill on ext 68176.

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Cycling Preparation Tips

It is fully accepted that not all members of the NPSSC Cycling section will want to compete. However, for the novice, who may be considering competition, the following tips maybe useful:

Purchasing a Bike

You wouldn't buy a pair of shoes that are two sizes too small or too two sizes too big. Buying a bike requires very careful consideration; it needs to fit. A reputable dealer (possibly advised through your committee) is generally well equipped and knowledgeable to offer advice. It's a buyers market so don't rush into a purchase, I currently still ride a bike or two which are almost 30 years old, (I've changed the tyres, if you are wondering and got rid of the bell!). Consider what you want the bike for; racing, touring or maybe a bit of both, and how much you intend to spend. Most enthusiasts have at least two bikes, one for racing, fast training, or summer time rides, and another for winter rides with mudguards and lights etc.

It is also possible to put a personalised advert for the attention of other members of our club onto the cycling emailing list, for example either seeking a bike from another member, or to sell a bike or accessories.

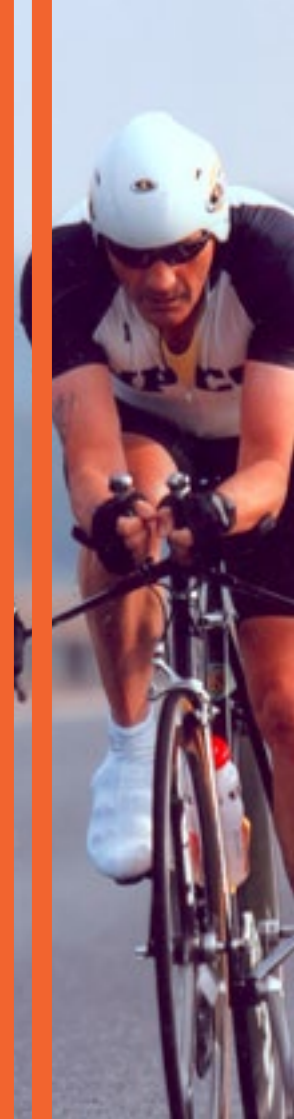
Types of Events

If you feel like competing, you have various choices to consider. These include:

Road Racing: These are mass fields all starting together. There are differing categories such as 1st Cat, 2nd Cat, 3rd Cat, Novice, etc. Road Racing requires competence and skill. You will, on occasions, be in the middle of a bunch of riders travelling at speed, so it's not for the faint hearted. Having said the latter, there are novice events and 'everybody' starts somewhere!

Time Trialling: Individual riders set off at 1 minute intervals, and normally compete over standardised distances of 10 miles, 25 miles, 50 miles and 100 miles (there are others, such as 'sporting'

or hilly events). On conclusion of the race, all riders are given precise, accurate, individual times. These are written post race on the event result board. Potentially, everyone is a winner with Time Trials simply because you get your own precise time, which is there to be bettered by you as you progress. A personal best is something a bit special, indicating as it does that you have never in your life gone quicker, that is, until your next event when you have the opportunity to once again better your previous PB. There are also overall times and positions sent via mail by the race organiser. Northumbria Police, in line with the National Time Trials organisation Cycling Time Trials (CCT), organise our own annual event/s. These are published in the CCT Handbook and are open to cycling club racer entry nationwide. Those NPCC members not racing in the annual club organised event, are expected, perhaps once a year, to turn out on the day and assist us in the organisation and safe and efficient running of our event.



Cyclo Cross: Like cross country running, only on a bike with bouts of interspersed cycling and running over rough terrain, normally massed starts but with categories as per road racing.

Track Racing: The term says it all really, you hare round a track in an arena or velodrome very quickly over varying distances and events. The cycling section have previously arranged visits to Manchester's facilities as tasters, so watch this space.

Etape: You cover set distances and routes at your own speed, normally with many other cyclists

Triathlon: A combination of swimming, cycling and running over various distances.

Duathlon: A combination of running and cycling.

In summary, if you are apprehensive, which is quite normal, why not turn up and watch an event before committing yourself?



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Glossary of Cycling Terms

Aerobic Conditioning: slow or medium paced riding over lengthy distances, with a steady pulse rate, designed to create an efficient cardiovascular and oxygen transport system, or a 'big engine' capable of transporting large amounts of blood around the body. It normally precedes any 'race specific' training. You can't fake stamina so this is an essential cycling ingredient.

Anaerobic Conditioning: faster quality type training aimed at customising the body to the discomforts and rigours associated with racing. Includes races, intervals, repetitions, time trials, hill sprints, fartlek (speed play) etc. Higher pulse rates for shorter times are the aim to simulate race type efforts.

On the Rivet: An old term. In years before the current light weight 'comfortable' saddles, there used to be a rivet on the front portion of the leather seat, when riders were 'really' working hard they quite naturally shuffled forwards on the saddle through subconscious effort, until they were in fact riding on the tip of the sharp end....

ouch! The rivet in fact. Hence, "Hey I tell ya what, I was right on the 'rivet' at the top of that climb!" meaning perhaps you were 'hanging on' at that point!

Strength Training: As the name implies, the onus is on building greater degrees of strength to increase your power output in legs, and upper body. It's my opinion that cyclists are well advised to supplement the cardio training we do with upper body strength exercises, weights, press-ups, sit-ups etc. It's not unusual to get fit cyclists suffering from upper body fatigue, particularly on hilly courses and the latter will affect your overall performance.

Circuit Training: Normally carried out pre-season, in sports halls as general conditioners designed to improve stamina, strength, flexibility, and anaerobic tolerance. These can be very interesting due to a multitude of exercises available for consideration. Often carried out to music but not essential.

Carbs (Carbohydrates): Energy foods - there are two types, complex (long lasting, slow burning natural type foods) and simple (quick source of





energy - sugars in the simplest of forms). On long rides you should begin to eat small amounts of carbohydrates and drink small amounts long before you get the urge (after about 20 minutes of beginning the ride) regardless of how comfortable you may feel at that time.

The Mid Week 'Chain Gang': Informal mid week races where you turn up on the night, pay an amount of money and race around a circuit several times. Distances tend to be about 30-40 miles and these can be hard work depending on how you operate ie at the front setting the pace therefore working hard and dragging others with you, or in the middle of the bunch being sucked along (it's always easier physically sitting in the middle of a bunch, but potentially more dangerous because of the close proximity of other riders). Great conditioners and road race specific.

The Bonk: Like dying!! Nothing left in the tank, except your mental will (plain old fashioned guts and determination) and to continue it's horrible, horrible, horrible! It's basically when your blood

sugar levels are so low and your normal energy stores are depleted that you are operating on empty, necessitating the burning of body fat as your sole energy source which takes more oxygen to covert. The greater the length of your long training rides, the more efficient you will become in utilising energy sources.

Cycle Components: Too many to list and explain here, but here's a few: bottom brackets, cranks, top tube, seat tube angle, stems, gearing ratios, blocks, cadence, frame sizes, lids, the strip (not as exotic as it sounds!) discs, tubs, tub tape, cement, high pressures, tri bars, cleats, skin suits, gilets, tights, shammies, and so it goes on - ask the committee, or better still, buy a book. Don't let it put you off, cycling is relatively simple, you just pedal in a circle and adjust the machine to suit your aim. Longer club rides are good for asking questions.

What Next?

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Having officially joined the section, and paid your subs to the NPSSC, your name will be added to the section email list. This means you will be kept up to date with club, regional and national events. The current names of committee members are on the following page and were correct as of January 2013. Please be aware that they are also full time employees of Northumbria Police, so you may have to expect a slight delay with regards to replies to your query.

Finally - Please Note

As a member of Northumbria Police, we are different! If you ride with us and are part of the Northumbria Police Cycling section, we should be beyond reproach regarding our conduct and attitude. The tag or label of Northumbria Police will follow us. We are representing the force - if we wear the gear, we should not get into controversial activities on the bike. Please ride with care and absolute consideration for all other road users. The ideal scenario is that we set the example for others to follow.

It's great to have you with us and we welcome you to the club. Safe cycling and all the best!

Contacts

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Committee Members

Secretary	2189 Peter Iffland
Treasurer	2524 Phil Jack
Sportive S.P.O.C	8745 Gary McKie
Cyclo Cross	1537 John Caisley
Chairman	334 Andy Delaney

New members to the committee are always welcome.



