

A grayscale photograph of a person holding a flag. The flag is white with a dark border and features a stylized figure of a person running or jumping. The text 'DERBY MERCURY' is printed on the flag in a bold, outlined font. The person's hands are visible holding the flag's edges. The background is dark and out of focus.

# the Signpost

the magazine of Derby Mercury RC

DERBY  
MERCURY

Sept 2012

derbymercury  
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# Editorial

Sat here in the warmth of my house I can hear that the sounds of the summer gusts of wind and rain have been replaced by the sound of autumnal gusts of wind and rain buffeting the window. So it is that the seasons change, the road racing season winds down and the cyclo cross starts.

Other changes include the addition of a Signpost newsletter that will be available on club nights to keep you up to date with announcements and an up to date calendar.

In this issue we've got Pete Turners thoughts on why he does long Audax rides, at the other end of the spectrum, 9yr old Amber Scales share with us her first Audax experience. Steve Hand starts to wrestle with the demons of his first time trial ridden 35years ago. A chance stumbling upon a timing card has caused Alan Gifford to write about his attempt on the Derby-Buxton-Derby record in 1952. Finally Kevin Cunniifes wanderings in Wicklow have prompted him to find out a bit more about one of Ireland's great cycling heros.

I'd like to take the opportunity to express my thanks to all of this issues contributors, without them it wouldn't possible to put the magazine together. So as always, keep sending in your articles as without them there is no magazine, if you have any ideas as to how to improve the Signpost let me know and finally with the clubs AGM coming up on Tuesday 20th November you can always exercise your democratic write and have a crack at being editor yourself.



## **Club AGM**

The club AGM is on Tuesday 20th November at the club room. A copy of the minutes of last years meeeting will be in the next issue of the Signpost. If you have any proposals for meeting can you please get them to the committee as soon as possible so that they can be circulated for consideration.

## **Club NDCXL Round**

Saturday 24th November sees the Derby Mercury hosted round of the Notts and Derby cyclo cross league at Sinfyn Park. Marshalls will be needed to set up and take down the course as well as marshall the course during the races. More details to follow.

## **Club Hill Climb**

11th Novemeber will see the club hill climb return to Pistern, kick off @ 11.00am at the hill or leaving Derby @9.00am as a normal Sunday club run.

## **National Cyclo Cross Trophy**

A rounds of the National cyclo cross trophy is being hosted in Derby at Moorways on 6th January 2013. Help will be welcomed from club members in setting up and taking down the course please let Jim Crew know if you want to help. This is a good chance to see some of the countries top 'cross riders battling it out on a challenging course.

## **Club Awards Evening**

To give you plenty of notice, the club award evening is on Friday 15th February 2013 at the Derby Rugby Club on Haslams Lane Darley Abbey. The evening's speaker will be round-the-world record holder Mike Hall unless he decides that he needs a second lap of the globe to hold his form. So keep the date free in your diary, tickets will be available from Bette shortly.

# Pendle 600 or why do we do it?

Pete Turner

**N**ow I realise that many of my DMRC clubmates, and indeed most people in general, consider riding this distance completely mad and, at times during this ride, I would have agreed with them but it does give you plenty of time to ponder why you chose to put yourself through such an ordeal.

There is definitely an element of proving, mainly to yourself, that you can actually do it and, assuming you have done the other qualifying rides of 200,300 & 400km the award of a Super Randonneur is proof of this.

However there must be more to it than this as only a small proportion of audax riders actually aim to achieve this and audax riders only make up a small proportion of cyclists as a whole.

As keen cyclists, we must all enjoy riding our bikes so, assuming you have no commitments or time constraints, how far would you like to ride for? Ex Merc rider Mike Hall does seem to have taken the long distance experience to the extreme with his amazing 92 day global circumnavigation in the Great Bike Race and presumably the desire to win and to set a new Guinness World Record must have been his main motivation when he felt low. Mind you, this begs the question of what is/has motivated the rest of the competitors in the race as it must have been obvious quite early on that Mike was in a class of his own.

Back to us mere mortals.

So you have got up early and are ready to go. The weathers OK, the route sheet promises quiet roads and stunning scenery so let's go!

100km down and you're feeling good ; a couple of refuelling stops later and 200km is passed -King of the Road!

You're still enjoying it as 300km is achieved and now it's beginning to get dark.

Now it starts getting serious.

Extra layers are added as it starts cooling off and then it starts to rain.

You need to motivate yourself to keep your spirits up.

Maybe you start talking to yourself (first signs, right?)

How about a song?

I can't get that Rumour song out of my head ( you know, the one that goes No, no,,no, no, no, no, no, no ) P.F. Sloan I think its called.

400km is clocked up and daylight returns ; you feel better and you persuade your body that sleep is an unnecessary luxury.

You hardly notice as 500km is passed but your pace slackens and every slight incline seems like a mountain. Less than 50km to the finish now and everything seems to be in slo-mo ; surely it can't have taken that long to have ridden the last 10km?

Familiar names start to appear on the signposts ; you're almost there.

Finally the finish is in sight, you've done it!

Have a pint, you deserve it.

Next priority, sleep and plenty of it.

## Tale of the Teapot

**Amber 'Cancellara' Scales (Age 9)**

**A**t Christmas my whole family sat together to have a Team Scales meeting to plan our 2012 cycling goals. I decided to set my goal of attempting the 116k China Teapot Audax. My Mum, Dad and my brother Josh rode it last year but at the time I thought it would be more fun to go shopping with my sister Katie.

As part as my training we started to make our family rides longer than usual. We regularly ride to Shardlow, the Willow Tree in Willington, the Tara Centre (what we call the Buddhist centre) and once to Sudbury Hall. (All selling lovely



road,  
soon we  
were



heading out of Quarndon like bullets towards Markeaton Park. Before I knew it we were already on Radbourne Lane, one of my 18 landmarks, and riding into a headwind. I had to answer a question for the brevet card at Sutton church, it was really funny because the question was 'what is the vicar's name', and it was Michael Bishop!

cakes). The plan was to do the whole route but broken down into smaller sections. The first bit of the event was parking in Hatton near the coffee factory then riding to Fradley Junction to see the killer ducks, (family joke). On the way to Abbots Bromley it started chuck it down with rain and hail which really hurt and scratched my cheek so we sneakily took a short cut back to the car. Even so, we still managed an outstanding but very wet 37 miles. A couple of weeks later we did the same route again, was passed by the speedy DMRC club run, that was a pleasant surprise. Good news, it didn't rain that day so no short cuts were needed. We managed it all the way to Hogwarts (Abbots Bromley School for girls) and a whopping 50 miles. We carried on this way until I knew all the parts of the Teapot, which took quite a few weekends. Dad listed 18 landmarks to help me to tick off my progress in my head.

Before I knew it the day of the Teapot was here so, ready and rolling, we set off to the start. When we got to the church Caroline had set out a lovely table of food and I had marmalade on toast, just like Graham Obree! As we set off we had a Team Scales photo then the church bell rang and Jim set us all off. We left the church and descended down the

Moving quickly through my landmarks, the Salt Box Cafe, the Co-Op supermarket in Tutbury where we had had an ice-cream with the Warbricks and our old training car park. So far it was easier than I thought it would be, however, my first big hill in Tutbury was just up ahead. As we hit the hill I tapped out a rhythm all the way to the top, easy peasy.

Moving through Hatton and passing our other old car park I felt really good because of how well I was doing. Also quickly getting closer to the Indian restaurant I started to get a bit tired so I had a little drink. As we got to the narrow bridge we only just made it through the traffic lights. My next landmark was Catton Hall where





they have lots of concerts and mountain bike competitions. Then on to the

outdoor centre at Whitmoore Haye which looks really cool with climbing ropes and a water park.



Next is a long cycle path where we always practice riding non-handed. I haven't quite managed it yet! Then it's over the railway lines and headed into Fradley. Unfortunately it started to really chuck it down then and we got totally soaked. When we got to the Cafe we took shelter under Pete Turner's umbrella but luckily for us it stopped raining then and we sat outside for our lunch.

We had ham and cheese baguettes with Avis and Pete who took our family photo all sat around the table with our food.

After a nice rest we set off towards Curbrough. We were all fired up with the food and went off like a rocket. Great news, we now had a fantastic tail wind pushing us along. We went over the railway bridge and towards the Bull and Spectacles, (although we call it something different) and were making our way to Abbots Bromley. This was a very long and boring ride to get up to Hogwarts. We were getting closer to our second break stop at the Bramshall Inn but before that we had a narrow road to go through and at the end of the road there was a little cafe with porta loos. We turned right and had a bit of a descent, at the bottom there was a railway line

but nothing was coming so we just went straight through and up the hill to the hopefully see the wolf.

We call the Bramshall Inn the wolf pub because they have a Canadian wolf called Booboo.

There we had a lovely bowl of chips, and I had my card stamped by Jim Hopper who is an expert on Audaxes' as he has rode the Paris-Brest-Paris Audax a record 8 times on his tricycle, (now that is something to aim for).

As we sat at the wooden tables near the entrance to the car park Josh spotted the Mystery Machine aka the Chilton family van. What a surprise to see them, and they brought chocolate cake for us!! After Ben and Otto had finished stealing my chips they asked if they could ride part of the way back with us. When I heard that I had a massive smile on my face

because I knew that we always have fun when we ride with them. We said goodbye to Jim and set off in the new Team Scales/Chilton peloton up to Uttoxeter. The boys went for a sneaky wee in the bushes and Christine rode back to pick up the van and was going to meet us at the Ostrich. The boys carried on with us, Long Lane lived up to its name and was very long. Ben and Otto were great, having them with us made me forget about getting tired, especially when there were some big digs up to the Ostrich. Before long we were saying a sad goodbye to them and promised we would text when we had finished.

Pedaling away I started to imagine seeing the Quarndon church and longed for one of Caroline's beautiful cakes. But sadly I still had a way to go. We started to get passed, embarrassingly, by riders who were doing the longer China Run Audax. Um, maybe next year!

Our next landmark was to Cats Protection League, always a good sight as I know it's close to the finish. Not such a good sight is Kedleston Hall as the route starts to get really quite steep. I just had to dig in and keep going, I couldn't give up now. Mum and Dad kept encouraging

me and telling me I was nearly there. Eventually, YEAH, the hill was over and I spotted the sign for Quarndon, such a lovely sight. Boosted by knowing that I had done it, I sped at great speed past the cricket ground and down the hill to the church. YIPEE.

Everyone was really happy that I had made it, especially Ian and Gloria who said that I was still smiling. Instead of a cake, I had a bowl of fruit salad and some crisps. I felt so happy with myself and glad that I hadn't gone shopping with my sister this time.

Our ride time was 5½ hours and Dad ordered a badge for me to keep as a reminder. I was still smiling when I went to bed that night! Anyone reading this who fancies having a go next year, DO IT!

## Derby- Buxton and Back by bike

Alan Gifford

I joined the Mercury in mid 1947, shortly after they joined the League. I soon became a first Category rider, joining the 7 or 8 we had at that time. This note has resulted from my recent finding of the actual schedule and time sheet used for the above solo record attempt.

The Mercury, led by star rider Ted Upton, joined the rebel organisation, British League of Racing Cyclists (BLRC) at the beginning of 1947 in order to participate in road races, on the open road, something then banned by the then dominant bodies, the National Cycling Union (NCU) and the Road Time Trials Council (RTTC). But the BLRC did not ban time trials – in fact the first race the Merc took part in was a TT in March 1947, over about 37 miles at Dawley, won by Ted, who then went on to win, amongst other things, the National RR Championship that year. (Merc members Pop Davis also won the 100TT and Joan Caudwell the Ladies RR- not bad for a first League season for the Merc eh?) In 1949 the Mercury organised a 25 mile TT on the Uttoxeter Road course, the only difference from an RTTC event

being that it started at a civilised time and riders wore coloured racing vests, not inconspicuous 'head to toe black' clothing, as was the decreed racing garb the era. It was won by Ted Jones, riding for Viking Cycles, who recorded 1-0-8 secs, breaking the then amateur record of 1-0-12, with Eric Thompson, of the Merc, second at 1-3-42 (at that time breaking the hour was very rare and it was still several years before George Fleming broke 2 hours for 50 miles). Club 10's on the Little Eaton course (with a 'U' turn in road to return) were regular events, as were other odd distance TT's. So although the League was dedicated to Road racing, time trialling, including TTT's, was therefore by no means unknown to its members.

Where the idea of setting up a Derby Buxton and back TT record emerged I cannot recall but



there was much debate on the subject and it was somehow agreed that a Standard time of 3hours 25 mins for the 67 miles would be recognised as the target. The course was to be from Derby Market Place, via Ashbourne to the bottom of the hill by the Crescent in Buxton, turn in the road (few cars then!) and retrace the route. I decided to have the first 'go' at it mid summer in 1952. I was riding a 23" Mercian,

made for me for the Brighton to Glasgow six day race ( think the frame cost £12-00!) with Simplex rear changer on 5 speed cluster (14/16/18/20/23) and with a 46/49 Simplex front changer- (the former was best adjusted by a deft kick!).

The ride was to be in the evening, after work of course, and after a lot of discussion, the consensus was that the best place to start was outside the Munday Arms, at Mackworth, ride into Derby town centre and then return up Ashbourne Road and onwards to Buxton. With Johnny Bennett's assistance, we together drew up a schedule for 3hours 15 mins and made best estimates for intermediate points on the somewhat hilly route. A following car was organised and the time keeper was Dennis Yates, who kept passing to provide check times. It was all something quite without precedent for the club so we were all learning fast!

As I recall it was a sunny evening, with a light NW wind, when I set out towards Derby at 6-01 pm - of course no Lycra in those days, woollen shorts and either a woollen or cotton Jersey, I had a good run into Derby, only being held up briefly at a set of traffic lights, and was back at Mackworth 15min 23 secs later. My target for the Rose and Crown at Brailsford was 30-00 mins and this I met by almost 3-00mins. After passing through Ashbourne and up Church Hill my next target was the Blue Bell which I made in 56-4 secs, about 4 mins inside schedule. At Newhaven I had lost 2 mins against the target of 1-13-00 and at the turn at Buxton recorded 1-47 -34, a minute and a half down. Newhaven on the return leg was due in 2hours 15mins but by then I was then eight minutes down, having suffered on the climbs and continued to loose time making Ashbourne in 2-54 -23. I finally got back to Munday Arms, to be greeted by a large crowd of club mates, in 3hrs - 21mins-28sec, some 6 mins behind my own schedule at just about 20.0 mph, but 3min 32sec inside the nominated standard time. I felt satisfied but at the same time disappointed not to have made my own scheduled time.

Using the experience gained from my attempt Ken Minski then attacked the distance and as I recall came up with something like 3hours 13mins. The third attempt, and as far as I know the final attempt, was by Jim Turner in the

Spring of the following year. He got a lovely evening, with a rising NW wind and smashed everything! His time was about 3 hour 5 mins (21.7 mph) – I don't have an actual record but am pretty certain that was it! I also have vague memory that one of the girls, Audrey Sharrett, had a ride but I have no details – maybe someone else has?

Now looking back from today in 2012 at something that happened 60 years ago, but which all came to life again for me from a dirty, folded, piece of card , with all the various times written on made me think that it probably would be nigh impossible to do it now! Apart from the increased number of traffic lights, the advent of the Derby inner ring road and of course the density of traffic – imagine racing through Markeaton traffic island twice in under 10 mins at 6-0pm!

We certainly enjoyed near motor free roads for many years but we did not have the superior equipment available today. And as final thought maybe Mundy Arms to Buxton and back could make the nearest possible viable substitute as a new Mercury Record course?

## Shay Elliot 1934 - 1971

*one of Ireland's cycling heros*

Kevin Cunniffe

**A**fter running / walking most of Ireland; 3,000 foot mountains 20 years ago I had decided it was about time I got on with the 3 remaining challenges. One day I climbed Croagh Patrick, only 2,500 feet but all from sea level, overlooking Galway Bay. (I could see 'The Reek' from the school yard back in the 1960's but never got round to walking up it). This inspired me to drive to Wicklow to climb Lugnaquilla (3,035ft) the following day. I asked my Aunt, who now lives near 'Lug' about the best route and was advised to take the old military road and 'past the memorial to a cyclist'. I guessed, correctly, it would be of Shay Elliott as I knew there was a

memorial in the area to him but never knew exactly where it was. In a long career he won stages in all the Grand Tours and was second in the 1962 world championships.

Shay grew up in Dublin playing GAA football and hurling and learnt to ride a bike at the age of 14. His amateur career in the early 1950's saw him winning or placing well in the Dublin-Galway-Dublin race, Tour of Ireland, Irish championships and races in the Isle of Man.

As a result he was invited to a Simplex training camp and from there he rode for the ACBB team where he won 5 one day classic races and broke the amateur 10km track world record in Paris in 1955.

He turned professional in 1956 for the Helyett-Felix team which later became St Raphael-Geminani and he stayed with this team for 8 years being a teammate and domestique for Jean Stablinski and Jacques Anquetil. He won his first professional race beating Andre Garrigade in a sprint in Algiers. In 1959 he became the first 'foreigner' to win the Omloop Het Volk winning after a 30km break on the Mur de Grammont.

In 1960 he won the longest stage of that year's Giro d'Italia winning after a pursuit of an Italian rider in his 54x14 gear and his teammate Anquetil went on to win the maglia rosa.

In the 1962 Vuelta a Espana Shay won the 4th stage and led the race for 9 days eventually finishing 3rd. Later in the year he was second to trade team-mate Jean Stablinski in the world road race championships in Italy.

In 1963 Elliott won a stage of the Tour de France into Roubaix with help from Stablinski. Elliott won the stage by 33 seconds which was enough to give him the yellow jersey for 3 days. It would be 20 years before Sean Kelly became the second Irishman to wear the yellow jumper.

Like many riders in that era Elliott made his money riding crits and from appearance money. In 1965 he was contracted to ride the 275 mile Holyhead-London race. The race was won by Tommy Simpson but it was rumoured that approaching the finish Elliott was braking to stop Albert Hitchen getting through. Elliott admitted

later he earned more money from selling races than winning them. In 1963 it was alleged Simpson offered him £1,000 to help him win the world championship. Elliott refused and it was thought he received a better offer elsewhere.

In 1966 Elliott moved to the rival MercierBP team to ride for Raymond Poulidor and this was the beginning of the end of his top flight career. He bought a hotel in France which took up a lot of his time but this venture and his marriage failed. In 1967 he returned to Dublin and set up a metal working business with his father for which he had served an apprenticeship in his early days. He made a low-key return to cycling in 1970 with the Falcon Cycles team but never reached his previous level while also holding down a full time job.

On 21st April 1971 his father died and 2 weeks later Shay was found dead in the family premises with a gunshot wound. He is buried in Kilmacanogue cemetery, Wicklow, next to his father. He was just 36.

A memorial stone has been erected at the top of a climb on the Glenmalure to Laragh old military road. The Shay Elliott memorial race is the most prestigious one day race in Ireland after the National Championships and in the past has been won by the likes of Sean Kelly, Martin Earley, Pat McQuaid, Malcolm Elliott and 2 of the Kimmage brothers - though not Paul himself.

## The Jersey of Oz

*the tale of a much sought after Merc jersey*

**T**his article came about as a result of an email exchange that John and Harvey were involved with someone after some club kit. I thought it made an interesting story about how sought after the blue and white of the Mercury is and the lengths that first Harvey and now John will go to get you the kit you want.

To: "Harvey Schofield"  
Subject: Derby Mercury: Clothing purchase  
Date: Thu, 21 Jun 2012 18:41:16 +0100  
From: "Philip Theaker"

Dear Harvey,

My name is Philip Theaker and I'm a cyclist born in Derby but now living in Australia. I'm visiting my brother in Allestree and I wondered whether it would be possible to purchase a Derby Mercury short sleeved jersey. I ride regularly in a group in Oz and it would be good to have the Derby Mercury name seen over there. If necessary for the purchase I'd be happy to join the club. I'm here till 5th July. Looking forward to hearing from you, many thanks Phil T

From: "Harvey Schofield"  
To: "Phil Theaker"  
Cc: "John Anglesea"  
Sent: Fri, 22 Jun 2012 20:05:41 +0100

Subject: RE: Derby Mercury: Clothing purchase  
Hi Philip, Good to hear from you.

Unfortunately, I'm no longer the clothing sec. I handed this over to John Anglesea at the end of last year, but the contact link doesn't seem to have been updated yet. I'm sure John will, be able to help you out. We've done this for riders from Aus more than once before... John's address is in the cc line. Enjoy your visit to Derby!

Regards Harvey

From: Philip Theaker  
Date: 23 June 2012 09:47  
Subject: Re: Derby Mercury: Clothing purchase  
To: John Anglesea

John,

Harvey has redirected my enquiry about purchasing a jersey to you. I wonder if you're able to help? If so, how should we go about it?

Many thanks,

Phil T.

From: John Anglesea  
Date: 23 June 2012 10:40 PM  
Subject: Re: Derby Mercury: Clothing purchase  
To: Philip Theaker  
Hi Phil,

No problem at all getting you a jersey. The club meets on a Tuesday evening from about 8-ish in the Church Hall in Darley Abbey:

I normally do a training ride and then bring the club clothing stock down afterwards, I'm usually there for about 8:45. I will bring the clothing down next Tuesday if you can make it?

Cheers,

John.

From: Philip Theaker  
Date: 7 September 2012 01:05  
Subject: Re: Derby Mercury:  
Clothing purchase  
To: John Anglesea  
John,

With warmer weather here in northern NSW I was able to show off my new jersey on this morning's ride.

Best regards,

Phil T.



## **Diary of a Time Trialist, aged 51 ¼. Steve Hand**

week was on strike. If we managed to get any petrol in the car, as it was made in the West Midlands, it would breakdown before it got to the end of the road.

**B**ack in the 70's I used to ride a bike.  
Back in the 70's we all used to ride bikes.  
Our parents only worked 3 days a week.  
Even if we could afford petrol, we couldn't get any, because someone who wasn't working 3 days a

So, returning to my earlier point, we rode bikes.  
Around about my 16th year, I'd obviously been a VERY good boy, as Father Christmas managed to afford to buy me my dream bike.

A green Carlton Continental.

I rode regularly.

I got used to the bike.

I was even too fast for some of my friends.

I recruited my mum to phone the local bike club in Chesterfield (no idea which club) and so it came to pass that I was dispatched to the bottom of the 'Town Hall Steps' one Sunday morning, for the club run.

These went well for a few weeks, I hadn't realised you could even travel 60-70 miles on a bike; I managed to keep up, and was even making friends.

One of these new friends said "there's a club time trial on Wednesday evening, why don't you come and have a go?"

So on Wednesday evening after school, I duly arrived outside Ashgate Maternity Hospital. A number was pinned to my back and off I went (first).

I was overtaken by everyone.

I did one lap, everyone else did 2.

I cried, a lot.

I went home.

I hung my bike up.

I cried a lot more.

I can't remember riding the bike after that, and I definitely never went anywhere near the club again.

25 years later, after a number of different bikes that were never really ridden much, some were stolen, some were thrown away, some were even left in other peoples cellars when they moved house.

I had a mountain bike, I was overweight and I was probably suffering from a hangover. I also had a 10 year old boy, and totally by accident, we discovered cyclo cross. This was an excellent excuse for me not to ride a bike again and I had to become bike carrier and pit man for Josh.

10 years later:

I still had the same mountain bike, I was still overweight and I was probably still suffering from a hangover.

BUT

Josh was 20, and had his own car to carry himself about, there was an old Cyclocross bike in the garage that was just about my size and I'd run out of

excuses. A quick £30 spent on a shot blast and a powder coat. A few hours spent cleaning the components and rebuilding the bike gave me a 'newish' all black road machine.

I went out a few times on my own; I was even starting to enjoy myself.

I'd got to know a few Derby Mercury riders through Cyclocross, so I decided to join the club and attempt the Chaingang.

I was slow.

I was last.

BUT.

Someone always waited for me.

I enjoyed myself and I didn't cry.

Four chain gangs later, it was dark, it was wet, it was cold, I was still slow & last, so I gave up.

BUT.

I'd got the bug.

A bit of cycling through winter, and regular trips to Matlock Cycling Club's winter roller/turbo sessions, made me feel great.

Then one of my new friends in DMRC said, "There's a club time trial on Tuesday evening, why don't you come and have a go?"

The 10th of April arrived, I was home from work early, I knew I had to do it, I knew I had to bury the demons of 35 years previous.

I knew there was no way I could keep up with everyone if I went to the club room to sign on, and it said on the web site that we could sign on at the start, so out came the bike, and off to Radbourne lane I went, gently along the cycle paths.

I couldn't find anyone, I hid in the pub car park for a while, and I cycled around a bit, then everyone arrived.

Nervously I cycled towards the group and a couple of people recognised me, so there was no going back.

I introduced myself to the organiser, I signed on, then I was told.....

"Seeing as you've signed on last, you can start at number 28". (to be continued)

# **Pendle 600 Audax 2012**

*Pete Turner*

Controls Stage Km Total

Pendleton

Ripon 75 75

Robins Hood Bay 97 172

Stokesley 48 220

Barnard Castle 55 275

Hexham 59 334

Penrith 67 401

Seascale 80 481

Carnforth 82 563

Pendleton 56 619

Set off at 6am prompt with Pete Johnson & Mark Gray although a few other riders had jumped the gun and were already a few minutes down the road ahead of us. Pete set a fast pace as we headed down a deserted A59 towards Ripon. We swept past most of the early starters, only one of whom managed to catch the Merc Express. After about an hour, we turned off the main road onto the lanes heading for Pateley Bridge. By the first of the major climbs, Greenhow Hill, I had dropped off the pace and settled down with the other rider Simon Grove. Arrived at the first control at Ripon a few minutes behind Pete & Mark for a quick refuelling stop at the local Spar. One of the other riders popped into Boots for some Sudocrem ; 'a bit early for that ; I don't fancy his chances'.

On the next stage, we had a choice of routes ; a main road bash down the A61/A170 via Thirsk and Sutton Bank or a quieter but slightly longer route through the lanes via Coxwold and up Wass Bank. We all choose the scenic route. We stopped at Helmsley at about 11am for a Full English at the café on the Market Square as the stage to RHB was too long for me to do without a break. The route was getting decidedly lumpy now as we headed across the North York Moors towards Rosedale Abbey and the notorious Chimney Bank, reputedly the steepest road in England (it vies with Hardknott Pass for that honour, both being classified as 1:3 or 33%). Luckily we were going to descend the steep side although it would have been

very dodgy in the wet (but it wasn't raining yet).

Across Egton Moor towards Egton Bridge, we made our first navigational error turning right too soon and climbing a 1:5 hill unnecessarily. After a couple of miles we realised our mistake and rolled back down to the junction where we had gone wrong only to be faced with a 1:4 hill on the correct route.

We passed a hissing steam engine at Grosmont Station on the North York Moors Railway and headed to Sleights along Eskdale. The next section around the village of Littlebeck was particularly tough and we had the choice of 20% or 25% signs on the hills out of the valley ; unsurprisingly we had to go up the 25% option which tested both legs and lungs to the limit.

However we were soon flying down the hill towards Robins Hood Bay and the next control at Candy's Café.

Refuelled and refreshed, we headed inland (and more importantly, downwind) towards the small town of Stokesley. No major climbs on this section but not much flat either. As evening drew on, we left the country lanes and joined the A67 heading to Barnard Castle and skirted the conurbations of Stockton-on-Tees and Darlington although I was particularly impressed with the diamond jubilee decorations at Yarm on the outskirts of Darlington.

We now started to suffer from a fine drizzle as we headed over the higher ground above 1000ft and combined with the lower temperatures (a minimum of 4 deg C overnight), I was only just warm enough and was glad that I had included my overshoes at the last moment. Simon was suffering from the cold and damp as he only had a shower proof jacket that wasn't up to the job.

Most of the climbs in this area start with a steep ramp out of the valley and then settle down to a steady grind lasting several miles up to the top at around 500m. I'm sure that the views must be magnificent but I will have to take this for granted as we couldn't see much through the mizzle as the darkness descended. Soaking wet rims also made for some 'interesting' descents although nothing compared what it could have been like if it had wet earlier (or indeed later on in the ride).

Leaving the next control at Barnard Castle at about 9:45pm, we headed north to Hexham via Stanhope in Weardale. The route sheet promised the choice of 2 Pizza takeaways at Hexham both open 'til about 3am so we discussed our options and

decided to take our time over the pizza to give our wet clothes time to dry a bit. This would also have the advantage of allowing dawn to break before we descended off Hartside on the next stage to Penrith.

Arriving about 1am, the takeaway, Amigo's, had a small seating area, so we spread our wet clothes out and chomped our pizzas. We had some interesting conversations with some of the locals enjoying their night out who wanted to know what we were up to. I have yet to find a suitably pithy one liner that sums up the joys of audaxing to someone at 2am and, to be honest, I needed a bit of persuasion myself at that particular moment as I contemplated putting my wet clothes back on ready for the ride to Alston and the ascent of Hartside (at 580m/1903ft the highest point on the ride).

At least the rain had stopped on this side of the Pennines and we had dry roads and enough light as we descended off Hartside at speed down towards Penrith. However the windchill and low temperatures meant we were both freezing as we headed into town. We were therefore really glad to see the lights on in McDonalds near the station. Normally I am no fan of McD's but where else is going to be open at about 5:30 on a Sunday morning and provide good coffee and hot food to a hungry, cold cyclist?

Refreshed and re-invigorated, we headed along the deserted A66 towards Keswick. We needed to make up time as our lengthy stop at Hexham had put us within 2 hours of the time limit and we still had Hardknott and Wrynose to come. Bypassing Keswick itself, we headed up Whinlatter Pass as the rest of the world woke up and we were passed by some other cyclists just out for a Sunday morning ride (I bet they haven't already ridden 400km I muttered to myself) At least the climb warmed me up and I could take of my jacket at last. We skirted round the west of the Lake District and arrived at Seascale at about 10:30am to see Pete & Mark for the first time since Ripon 25 hours earlier.

By now we had ridden 480km which is the furthest I had ever ridden in one go and I was feeling pretty tired but we could not afford the time to have a rest as we were still too close to the BRM time limit based on a 40 hour ride even though the ride was over distance at 619km. After 2 mugs of tea and 4 bread rolls with honey, we were ready to go. Ever since I had entered the ride, I had dreaded the next section which included the 2 steepest climbs Hardknott & Wrynose and, at 82km, was the also

the second longest. Looking on the positive side, I was confident that I would finish if I could crack this bit. To save weight, I deliberately left my water bottles half full as I reckoned I could refill them once I was over the worst.

The approach to Hardknott along Eskdale (another one) was busy with cars and walkers and Simon had advised that we should take it easy before the rigours to come. We were joined briefly by Steve Abraham (aka Teethgrinder) riding fixed using a massive 53x20 gear who announced that he was about to go for a long walk.

The first view of Hardknott made my heart sink and my knees throb at the very thought "I'm never going to ride up there" and didn't. Simon had decided to try to ride both passes and had been 'saving' his biggest 28 sprocket for the occasion. Unfortunately, when he tried to engage it on the first step section, he couldn't get it to work so he had to stop to fettle his rear derailleur. However, once he got it to work, he rode the rest of the way to the top and repeated this on Wrynose. Chapeau! Ambleside and Windermere were busy (the only heavy traffic on the ride) and we almost missed the turn to Lancaster in Bowness, tiredness to blame I guess. We had a short stretch on the busy A590 near Levens well known to time triallists as L1015, one of the fastest 10's in the country. How ironic on such a hilly ride!

At the final control in Carnforth, the organiser Andy Corless took a picture as we rolled in. I tried to raise a smile but I suspect it will turn out more like a grimace which probably reflects how I felt at the time.

The telly was showing the Jubilee Procession down the Thames and I got some kind of perverse pleasure from everyone down South getting a right royal soaking while we 'enjoyed' a dry day.

Leaving the last control at 5.30pm, we passed a couple of the other riders just arriving and set off on the final stage. How difficult can it be? Surely we have left all the hills behind - well not quite! The climb after Lancaster past Quernmore was brutal (think Crowdecote but twice as long). The Trough of Bowland included some of the prettiest scenery on the whole ride with one section alongside a small river particularly outstanding. Time seemed to pass slowly as we dropped down towards Clitheroe, across the A59 and into Pendleton and the Arrivee at about 8:45pm Andy had moved the official finish to the pub next to the village hall so we could enjoy

a pint or 2 while he sorted the paperwork. There were still a few riders out on the road but they all made it back within the time limit ; the last one finishing with about 30 minutes to spare.

Official stats of the ride : 619km with 9375m of climbing ( although Pete's GPS logged 10150m)

14 starters ; 11 finishers

Of the 3 DNF , 1 packed at Darlington with a sore knee, 1 ran out of time at Hexham and the last was too exhausted to carry on and packed at Seascale although he still scaled Hardknott & Wrynose to get to the station at Windermere.

## ***Resolutions for the DMRC AGM***

### ***Changes to the constitution***

#### **Resolution 1**

7. F. The club adopts the policy on the protection of children and vulnerable adults as set out by British Cycling.

Add " The club will appoint a welfare officer"

Changes to the club competitions

#### **Resolution 2.**

4. Cyclo-cross Trophy

The Cyclo-Cross trophy is awarded based on the points system of the Notts and Derby league.

Add " Awards will be given for first Woman, Veteran and Junior based on the points system of the Notts and Derby league"

"Awards will be given for 1st, 2nd and 3rd children in each category in the Notts and Derby league"

Cyclocross:- This is one of the more active areas of the club at the moment but only have one seniors trophy. These awards would purely be based on the Notts and Derby league results. It is acknowledged that this may cause problems if someone concentrated on the national series, but if this is the stated rule then everyone would know how they could win the club award.

#### **Resolution 3**

5.

Delete "Tourist Trophy Competition

(a) Open to all club members. Two awards are given, one for seniors (16 or over) and one for schoolboys/girls (under 16).

(b) The competitions are decided on a points basis, points being awarded as follows:

One point for riding an official club run. The rider must at least reach the lunch stop.

(c) Points are totalled up to the week before the AGM."

Add" Audax Trophy

Senior trophy to be awarded to the rider with the most AUK points

Under 18 trophy to be awarded base on AUK points but including 100K events"

Touring:- this has not been awarded for a few years. It could be used as an audax prize for the DMRC rider with the most points. For under 18 a medal could be awarded base on audax points but allowing points for 100K events which AUK don't score.

#### **Resolution 4**

Add

"MTB Trophy :- To be awarded based on committee decision."

MTB:- Based on committee decision as there are many different MTB events.

#### **Resolution 5**

1.6 Hill Climb Championship

(a) Open to all categories of rider as defined in section 1.1

(b) Entry is 'on the line' and is free.

(c) Results in each category are decided on actual times only.

Change to:-

1.6 Hill Climb Championship

(a) Open to all categories of rider as defined in section 1.1

(b) Entry is 'on the line' and is free for under 16 riders.

(c) Results in each category are decided on actual times only.

The hill climb make it only free for under 16 given that we now have to pay the CTT £2 per rider levy, when this rule was written it was probably only 10 pence.

## November

Tues 6th	Bangers & Mash Night
Sun 11th	Club hill climb & freewheel Pistern Hill
Sat 17th	NDCXL Rd 9 Holme Pierrepont
Tues 20th	Club AGM
Sat 24th	NDCXL Rd 10 Sinfin (DMRC Promoted)
Tues 27th	Photo Competition

## December

Sat 15th	NDCXL Rd 11 Sherwood Pines
Sat 29th	NDCXL Rd12 Thornbridge

## January 2013

Sun 6th	Cyclo Cross National Trophy Moorways
Sat 26th	NDCXL Rd14 Darley Moor

## February 2013

Fri 15th	Club Awards dinner.
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### Club Rides

Club Runs: 60+ miles at a medium pace. Saturdays and Sundays at 9:00 am. Meet at the A38/A6 roundabout, Derby.

#### Contacts:

Saturdays - Kevin Cunniffe (01332 366807)  
Sundays - Dave Banks

Autumn Tints: 50 miles or less, easy pace, with lunch stop. Sundays at 9:45 am, meet at either Allenton ( Arden News nr Spider Bridge) or Alvaston (Mercian Cycles) or Mickleover Nag's Head). Contact Derek Wilkins 01332 661613.

Training Rides: Tues./Thurs. 6:45 pm, Little Chef, Little Eaton. Contact Tom Butcher.

Mountain Bike Runs: A couple of hours thrashing around the trails in the Ticknall / Ingleby area. Monday evenings, 6:30 pm. Meet at the John Thompson, Ingleby.

Contact: Dave Banks.