

The Signpost

Darley Abbey

Magazine of the
Derby Mercury RC



Issue 154
April 2011

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Editorial

Welcome to the April edition of the magazine. Spring is here, the racing season is underway and everything is looking good. Membership is approaching an all time high with a decreasing average age and the number of people taking part in road races and time trials continues to rise.

In the winter months the club had a very successful cyclo-cross season and the evening time trials are off to a good start with entries in the high twenties. This week (19th) the course record for the Long Lane 12.5 mile circuit was smashed by James Tucker from Matlock with a brilliant 27:38. Go Ride activities also continue to thrive.

So its good news all round, apart that is from the usual problem of lack of material for the magazine.

There are only two articles this issue, one from me and the other from Richard Thoday of Matlock CC. To be fair, Jim Crew would have reported on the Penny Farthing race but felt that he could not improve on the report already written by Richard so many thanks to Richard for allowing us to reproduce his article and photos.

Congratulations are in order on two counts. Firstly to Clive Lockwood and Alex on their engagement. There's no date for the marriage yet - they probably wanted the Royals to get theirs out of the way first.

Cover: Jim Crew in action in the Penny-Farthing race. See page 10.

Secondly to Alan Gifford. For those who don't know, Alan is a life member of the club and was a well known road racer and prolific event organiser in the 1950s. More recently his passion has been for windmills and he has been closely associated with Heage Windmill since 1985. Alan was named 'Volunteer of the Year' at the Visit Peak and Derbyshire annual Excel Tourism awards. The Friends of Heage Windmill group was also a finalist in the Team of the Year category. Alan has done most of the jobs associated with the windmill over the years and is secretary of the Heage Windmill Society.

Dave Ellis

PS Remember that you can access the magazine via the web site and see the photos in colour.

Notices

DMRC Road Race, Hanbury Circuit, 5th June. Help is always needed to put on events so don't wait to be asked but let the organisers know if you're able to lend a hand.

Extracts from: “Cycling for Health and Points for Cyclists”

By Frank Bowden, FRGS etc. (written in 1913)

By Dave Ellis, with thanks to Joy Potts for the loan of the book.

Frank Bowden was a successful businessman who made his fortune in the Far East but returned from Hong Kong in 1886 a physical wreck, attributed to the climate. Cycling was just becoming popular and he purchased a trike, which at once had a definite beneficial effect on his health. He got involved in the cycle industry and formed Raleigh Cycles with his son.

The book starts with a brief summary of the development of the bicycle up to 1913 and I have included some of this to indicate where cycling had got to at that time. Note that the advice given is aimed at people in a fragile state of health or of a weak disposition.

“In the year 1808 frequenters of Rotten Row, London, were surprised to see a fashionable young gentleman of that day, wearing a top hat, cut-away blue coat, canary vest, shirt with ruffles on front and wrists, yellow nankeen breeches, silk stockings and black shoes with silver buckles, bestriding one of the first bicycles invented. It had no pedals, and the wheels were like those of a carriage, but more lightly built. Between them was a wooden backbone. The centre of which carried a cushion or saddle upon which this elegant young gentleman sat, and on the forward part of the backbone was a raised wooden arm rest and steerer for the front wheel, upon which the rider leant, while with his toes he propelled the machine by pushing the ground on one side and then on the other. The craze for riding these machines or dandy horses, probably so-called because they were ridden by the dandies of the day, did not last long, nor were they taken up by the public, but very slowly during the long years following a number of four wheeled ‘velocipedes’ were made in different parts of the country.The back axles of these machines were cranked, to which levers were affixed, and these the rider pressed up and down, and so drove the cumbersome machine along. About 1865 the ‘boneshaker’ appeared, a bicycle with light equal-sized carriage wheels and iron tyres. On this machine the rider sat on the backbone between the two wheels, a little to the rear of the front wheel, which he propelled by rough cranks on its axle. This instrument of torture weighed about one hundredweight. A friend’s experience of riding one of these machines had not proved satisfactory for on riding down a moderate gradient the machine had taken charge, the toy brake being practically useless, and in consequence, my friend, being unable to negotiate the sharp turn at the foot of the street, had run full tilt into a Chinese shoemaker’s shop, scattering the workmen in all directions, and damaging them and himself considerably. At this period (1870s) the Coventry Machinists Company were inventing a geared-up tricycle into which the first ball-bearings and freewheel were introduced, while the late Mr Thomas Humber, of Beeston, was becoming famous as the maker of the ‘ordinary’ or high bicycle (*the penny-farthing*). About the year 1886 the first ‘safeties’, as the modern form of bicycle was then called, were placed on the market and, notwithstanding their many imperfections, at once leaped into public favour. Practically speaking, all old cyclists took as great a pride in their steeds as a man would of a fine horse, and kept them as beautifully and carefully as motor cars are now.

Naturally, during the course of the last twenty-five years improvements have been very great indeed, and there is no comparison between the running of the bicycles in 1886 and those of 1913. I think I may safely say that those of the present day, with pneumatic tyres, are propelled up a slight incline with at least three or four times the ease of those made in the eighties with solid rubber tyres the question of friction in the bearings is now so small as to be infinitesimal purchasers of the work of a first-class firm are now almost certain to secure perfect satisfaction in all respects. It has again and again been demonstrated that there is no pastime which gives such satisfactory results in all respects at so small a cost as cycling.”

As noted earlier, the author returned from Hong Kong a ‘physical wreck’. He describes his condition thus:

“I arrived in England troubled by an inactive liver, sleeplessness towards morning, bad circulation, (causing cold feet), dyspepsia, constipation, pains around the eyelids, varicose veins, rheumatism, haemorrhoids and general debility, a tendency to catch cold without any apparent cause, and to perspire at the slightest exertion.”

Finding that medicines and the spa waters at Harrogate gave only temporary benefits, the author took up cycling and goes on to extol its virtues in relieving or curing all of the above afflictions as well as: nervous prostration, gout, anaemia, melancholia, lassitude, loss of appetite and itching of the skin as a result of poor circulation.

The following advice is offered:

“Cycling, like medicine, must be taken with regularity and in doses suitable to the complaint. The first thing in the morning on rising put on slippers - in winter warmly lined - to prevent the feet from getting cold, sponge the body and limbs with cold water, preferably salt water, rubbing briskly till dry with a rough towel, then bath and rub the feet well. Should going out on an empty stomach agree with you, by all means take the air a little before breakfast, but this does not agree with me, nor did it with the most famous of powerful cyclists, Mr. Zimmerman. At breakfast let someone else have all the pork pies, tinned meats and other indigestible things, while you eat and drink what experience has shown best suits you. Three meals a day only are advisable for delicate people, the last about 7 pm. Avoid fat, oil and pastry. Eat slowly, drink moderately, the less with your food the better. Digestion is in many cases improved by not drinking until after eating, and then very hot water, or if between meals either hot or cold water. Unless troubled by looseness of the bowels, eat plenty of fruit, especially apples. When suffering from thirst, gargle the throat and then swallow a few drops only. For many reasons ride with your mouth shut.”

“Two, three or four times a day ride for a mile or two on a level road, but do not fatigue yourself, and if you arrive home in a gentle glow, so much the better, but be sure to go into a warm room. You will often be obliged to exert considerable will power to get your legs to carry you to your cycle for a constitutional ride, when an inactive liver and its attendant bad spirits are

falsely telling you how much better off you are in your comfortable armchair.”

“A good ride is the best invigorator; bad temper, depressed spirits, disappear like snow before the sun, and you feel at peace with all mankind. Petty cares and troubles pass away and you are thankful to live.”

“To perspire freely by the more rapid movement of the legs towards the end of the run, not by hard work in hill climbing, has an excellent effect on most people in poor health, if they change their clothing at once, have a bath or sponge with warm water, get well rubbed then lie down for a rest.”

“In two or three days gradually increase the distance cycled, as you find that practice enables you to do so without more fatigue, but avoid going too far. Cycle in company whenever possible and to as many new points of interest as you can. When practice and an improvement in health have enabled you to ride 20 miles per day, take advantage of the first favourable weather to go for a few days’ tour, entire change of air and scene being great restoratives. but never be tempted into that infatuation of cyclists, trying how many miles you can ride in an hour or a day. Mischief is thus done that can never be repaired.”

“If you suffer from catarrh, or catch cold in the head easily, put a small teaspoonful of salt into a glass of slightly warm water on rising every morning, and after it has dissolved, snuff the water through the nose and let it pour out of the mouth. Finish by gargling. This clears away mucous and germs and the impurities conducive to catching cold.”

“Men of delicate constitutions who follow sedentary occupations will add years to their lives if they ride to and from business.”

“Do not give up cycling during the winter keeping the extremities warm is one of the difficulties of winter riding a pair of thick, close-knitted woollen gloves, preferably without fingers, with long wrists is the best protection for the hands. For the feet, the ordinary cycling shoe is quite unsuitable for cold weather. Something much stouter, especially in the sole, and very loose fitting, should be adopted, with a pair of cloth gaiters to protect the ankles - a vulnerable point.”

The author quotes from many sources to illustrate the beneficial effects of taking exercise in general and includes a number of testimonies relating to cycling in particular. For example:

“Dr. Meldon of Dublin is of the opinion that there is no exercise more healthful or which tends more to ward off diseases than cycling. This is particularly the case with regard to both gouty and rheumatic conditions. This class of disease is caused by the collection in the blood of an acid which one atom of oxygen would render harmless; also by depression of the nervous system. Cycling is a perfect antidote to these causes.”

“A person suffered dreadfully from varicose veins until he became a cyclist, when after a time they disappeared.”

“Cycling never causes hernia, and those who have it may ride; haemorrhoids disappear after a steady course of cycling to re-appear when it is discontinued; it has a wonderful effect in cases of gout, rheumatism, partial paralysis, stiffness of the joints of the legs in a man 70 years old, obesity, pulmonary consumption and even heart disease though in the latter two cases patients should not ride without the advice of an experienced cycling physician.”

“Cycling may not only be very beneficial in cases of asthma, but actually prove a cure..... There is no medicine to equal cycling, properly utilised.”

“The cycle strongly accelerates the respiration and circulation, makes the joints supple and develops muscle. The abdominal muscular movement exercises a kind of automatic massage which favours the shrinking and re-absorption of abdominal fat.”

A doctor writing in a medical magazine writes:

“It is with the feeling that cycling is to have an increasing influence on public health that the writer ventures to note his practical experience of the various relations between the doctor and the silent steed.As an exercise cycling is superior to most, if not all others It takes one into the outdoor air, is entirely under control, can be made as gentle or as vigorous as one desires, is active, not passive, takes the rider out of himself and the thoughts and cares of his daily work, develops his will, his attention, courage and independence and makes pleasant what is otherwise irksome; moreover, the exercise is well and equally distributed over almost the whole body when all the muscles are exercised, no muscle is likely to be over-exercised. The direct effect upon other organs of the body, heart, lungs, digestive organs and improvement in general health after a few weeks riding is neither illusory or fleeting.” *(He goes on to give an impressive list of maladies that can be relieved by cycling).*

The author goes on to discuss the need to adopt the correct position on the bicycle:

“Of course, I have been pre-supposing in all my previous remarks that the rider will have a cycle adapted to his or her weight and strength, properly adjusted in all its parts, but especially in the relationship between the saddle and handle-bar and pedals, and above all, that the rider takes pains to maintain a correct position..... There can be no question as to the erect posture being the correct one *(for general riding)* if a tall lanky lad, with a narrow chest and stooping back, or any other person, persists in maintaining a posture resembling a half-opened jack-knife, the faults and evils resulting there-from cannot fairly be attributed to the use of the cycle. Certainly the gain of a few seconds per mile that this incorrect position is supposed to give cannot compensate in ordinary riding for the physical harm it must induce.”

“Excessive use of the bicycle or tricycle by very young children is not advisable, bad habits of posture and carriage are only too readily acquired at this age and there is a danger of serious muscle strain and possible nerve injury. Another fault is that parents too often purchase a machine too large for the child in order to save the expense of a new one in two, three or four years.”

“Cycling is specially beneficial because it is not monotonous, as is too frequently, walking. In cycling the mind as well as the body is actively employed and, although on level roads there is far less exertion than in walking, we travel with thrice the speed, whereby the number and vista of objects of interest are increased and extended. The quicker movement of the legs causes the blood to circulate more rapidly through the system, purified and strengthened by the greater quantity of oxygen inhaled. It also acts as a laxative, and when perspiration is induced, many impurities are thereby thrown off by their natural channels, the pores of the skin.”

“With persistence and attention to detail you will find that chronic complaints can be cured and then you will have become a confirmed, instead of an infirm cyclist, and your friends will truly assure you that they are astonished to find the years roll lightly by leaving you looking healthier and more robust than ever, with a still greater joy in your steed of steel and the open road.”



Frank Bowden, in his little book, goes on to provide the cyclist of 1913 with everything that he or she might need to know about cycling, from choosing a machine and learning to ride to a discussion of gearing, choice of tyres and lamps and care and maintenance of the bicycle.

I hope to pass on some of his advice in a future issue of the magazine.

Left: The Author, Frank Bowden

Road Race League

The Mercury is now a member of the West Midlands Road Race League. It was decided to join the West Midlands league to ensure that Mercury riders have access to a number of reasonably local road races since there is currently a lack of open road events in the East Midlands. This means that we get priority entry to league races, which are all classified Regional A for 2nd, 3rd and 4th category riders. There are league tables for both individuals and clubs.

The list of races for this season is as follows:

27th March	Bill Jink's Memorial Road Race, Royal Sutton CC
10th April	Paramount CRT Stan Jones Cycles RR, Paramount CRT
8th May	Halesowen Road Race, Halesowen A&CC
5th June	Derby Mercury Summer Road Race, Derby Mercury RC
19th June	Stratford Road Race, Stratford CC
26th June	Gerry Hughes memorial Road Race, Worcester St Johns CC
10th July	Newport Shropshire CC Summer Road Race, Newport Shropshire CC
7th August	Jean Baker Memorial Road Race, Wyre Forest CRC
TBC	August Beacon RR, Beacon Roads CC
11th September	Circuit of the Wrekin, Wolverhampton Racing CC
25th September	Solihull RR, Solihull CC

Tour de France Trivia Mini Quiz

- 1 In which year was the first Tour de France held ?
- 2 Five riders have won the tour five or more times. Who were they ?
- 3 When did the tour first finish on the Avenue des Champs Elysees ?
- 4 When did the tour first come to the UK ?
- 5 Who was the first British rider to win a stage of the tour ?

Answers in the next magazine.

The Ups and Downs of Penny-Farthing Racing

By Richard Thoday (Matlock CC)

I have for some years been developing a mental list of cycling events that I would like to take part in, a sort of "I spy" book of cycling's great events to tick off (for those of you old enough to remember I spy books). Most events simply involve training, filling in the appropriate entry form, paying up, turning up and riding. One event however, was not that easy, there was no entry in the "I spy" book to tick off. The event was the mythical "great Penny Farthing race" that I had heard mentioned once or twice in hushed whispers but no one seemed to know where or when.

Early in 2009 I was browsing a slightly obscure cycling forum and came across a post mentioning the great race with a link to the event website. I clicked the link and there it was, the 2010 Knutsford Great Penny Farthing Race website. A three-hour penny-farthing enduro for solo riders or teams of up to four riders. Knutsford is within striking distance and a bargain price of only £10 to enter so I printed the entry form out, filled it in and popped it in the post. That bit was easy, now for the difficult bit. I didn't have a penny-farthing, didn't know how to race one and didn't have a team to race with. No matter, I had an entry in, just as well as apparently the race was full well over a year ahead of race day, 5th September 2010.

Before long I had convinced three riders at the Forest Town track (where I race regularly) that being in the team would be a good idea and not long after that had persuaded a local penny owner (thanks Richard) to lend us an 1878 original Timberlake penny-farthing to race on.

It's funny how quickly a year and a half slips by but before you can say "I think we should do some training" we realised we should have done some training! The clock was ticking and with two months to go one rider had disappeared below the horizon, another had

"another engagement" and the third (Jim Crew from Derby Mercury) could just about ride the penny but hadn't mastered starting, stopping or corners.

I took the penny down to the track one coaching evening where a new to Forest Town rider Robert Howden had a quick go, and straight away he was hooked. He signed up for the team there and then, but we were still one rider short of a complete four-man team.

I have to confess that I had ridden a penny a couple of years earlier belonging to Matlock CC member Bruce Dalton. I gave him a call to ask him if he fancied joining the "Knutsford Knutters" as we are referred to by a work colleague. After some thought and persuasion from his wife he agreed to join in.

So the team was set, we even had a back up bike as Bruce had his own penny, a smaller wheeled 50" machine. And as Summer Holidays were on us no more training was achieved by the team so we were set to wing it on the day.

The event itself started the evening before race day with a civic reception for all riders which took place at the courtyard coffee house in Knutsford which houses the definitive collection of English penny farthings, dozens of them including the worlds largest penny farthing which is huge. If you are ever passing through Knutsford with an hour to spare go and have a look, it is astonishing. If you arrive by penny-farthing by the way you will get a free cup of tea! The civic reception was a fabulous evening with a lot of the rides there all keen to talk about penny racing. Bearing in mind that Jim and I had just spent half an hour wobbling round the campsite on the two pennies, where we were staying for the night, we suddenly felt a bit out of our depth talking to folks like Joff, who has ridden his penny round the world (see his web site at pennyfarthingworldtour.com); Josef Zimovcak who was a pro rider in Tour De France 2005, Giro 2006 and Vuelta 2007 and a two rider team, both women who use their pennies as regular day to day transport in London. "Had

we ridden the course?” they asked. A one-kilometre circuit, triangular with three very sharp corners, “don’t worry, the downhill section is not too steep”!...

One very, very sleepless night later we strapped the pennies onto the back of the camper van and headed nervously into Knutsford. Things were in full swing when we arrived with the brass band tuning up and penny-farthings everywhere I looked. Riders had turned up from not just the UK but all over the world, New Zealand, America, Germany, Czech Republic, France, Essex.

First step was to have our race machines scrutinised by race officials to ensure they were safe to ride. This involved an old bloke taking a quick glance at our 132 year old lump of iron and saying “OK lads looks good to me”. Next we had to collect the race transponder, which would count laps for us, the bikes might be low tech but the race technology was bang up to date.

The rules of the race were simple, rolling start of two laps parading the bikes at low speed, when the starting gun was fired we had three hours to clock as many laps as possible. Overtaking only on the right only with a cyclocross style shout of “On your right”. Although during the race I did here a few cries that sounded a bit more like “watch out, I can’t stop” or something like that.

Robert arrived at this point looking white as a sheet. He was clearly quite terrified about his impending demise. These machines are really not to be taken lightly. A fall over the front can be fatal and the one piece of modern kit that was essential was a helmet. We thoughtfully got Rob straight onto the big penny and off round the track to calm his nerves. He came back before too long having had a disagreement with a fence at the top corner just before the descent with a question, “Did I think that a broken spoke was a problem?”

Bugger!

Forty-seven radial spokes still in place but one missing. I rushed off to find Glyn Stockdale, Race originator and owner of the penny-farthing museum, to ask his opinion. Was it ok to race on?

His words of wisdom were something along the lines of “Is the wheel still straight? If so, give it a go you’ll soon find out if it’s ok or not”.

I headed out onto the course to warm up and test the wheel. It seemed to be ok and so I gradually picked up the pace, getting used to the corners. Watching others warming up was a real eye opener, Josef the Czech rider who was tipped to win, was throwing his bike round the corners in a way that I didn’t know was possible, at what looked like a crazy angle for a penny. I got nowhere near that lean angle but was soon riding faster than I had ever done before on a penny.

To give you some idea (for those of you who have not ridden one before) the riding position is sitting virtually on top of the wheel, a bit like a huge unicycle but with your legs trapped right under the handlebars. The brake acts on the front wheel meaning that if you use it with anything more than the lightest touch it will simply roll you straight over the front, head first. Needless to say I didn’t use the brake! Pedals are directly attached to the wheel so as you push on them the wheel tends to swing to the side sending you in a direction that you hadn’t at first intended to go. How did these things ever catch on?

By the time we had finished warming up I began to realise just how huge this event was going to be, an estimated 5000 spectators had turned up to watch. We joined them to watch the warm up acts, the Hobby Horse Challenge race and the Boneshaker World Championship. It was at this point that someone pointed out that the crank on our reserve bike was falling off.

Bugger!

A really helpful marshal dashed home to find us some big washers to help secure the crank back in place and with this done I hopped up on the Timberlake to race the first stint. Just as in cyclocross the start was seeded with top riders at the front, needless to say I was starting from the back. The first two laps were a hoot, enjoying the applause and admiring looks then the starting gun sounded. This was of course no ordinary starting pistol but a 900cwt Napoleonic muzzled cannon. BANG! - the whole of Cheshire knew that the race had started.

I started to make my way up through the field picking riders off one by one and after three laps I was beginning to really enjoy the racing. Then as I approached the top corner at the end of lap three I heard from the crowd a big OOOOOHHHH and then the sound of crunching metal. I never looked back but knew that the first crash had happened. If you want to see what it looked like then search for "Knutsford crash" on you tube. Having seen afterwards what I didn't see at the time, I'm glad I was in front of the action. Luckily we had our support crew there like most other teams. This comprised wives and children whose job it was to look on with an extremely worried look on their faces for the next three hours. Our crew did this exceedingly well (thanks girls).

We soon settled into a rhythm, taking four or five lap turns at a time before swapping riders, it's surprisingly tiring trying to race full tilt not just on the legs but on the arms too and for us, five laps was about optimum to keep up top speed. Regular checks on the lap counter screen in the main tent showed that we were actually doing really well in the team competition, we could actually do this! Things were fast and furious behind the hay bales in the pits with reports of the odd crash here and there some of them as a result of strange dismounts into the pits. We were really enjoying the action and getting into the buzz until a rider from another team pointed out that our bike appeared to have no transponder.

Bugger!

How many laps had not been counted? We had no idea. We grabbed another transponder from the main tent and continued racing even harder, trying to make up for lost laps. Things were going ok from this point, until we started breaking more spokes on the Timberlake. They started snapping quite fast and at five spokes gone I decided that as it was a borrowed and valuable bike we would sadly have to retire it from the race. With about an hour and a quarter to go to the finish, we swapped the transponder onto Bruce's slightly smaller but still very raceable machine and continued.

The one drawback for Rob was that it was just too small for him. His legs wouldn't fit under the bars. He wasn't going to sit back though and on his stints developed a strange foot position that still allowed him to pedal.....just, although he did end up with very bruised thighs by the end of the race.

Heads down and race on but not too long after that we realised that the tyre on Bruce's machine was not fairing too well at race pace. The tyre on a penny is solid rubber, a bit like an elastic band snapped into place over the rim, no bead or glue to hold it in place. Bruce's tyre was getting too hot and expanding. As it expanded it started to get too baggy. As Bruce hurtled passed the pits he shouted "how's the tyre?" That was the last we saw of him for a while. We were going to pull him in next lap, to bind the tyre on with gaffer tape but he never appeared back on the bike. At the far side of the track the tyre had popped off at full speed and thrown Bruce over the front.

Bugger!

He has since told me that as he was thrown off, he had time to think "This is really going to hurt." Before he hit the floor. Apparently it did! First aid crew were straight too him and checked him over, declaring him "Not broken." So he dragged himself down to the

pits to tell us that the race was over for us, his bike was unridable, the wheel looked like a giant pringle, wrecked!

When we found out what had happened, we were gutted. Very relieved that Bruce was not too badly hurt but so so disappointed that we couldn't ride to the finish. We trudged off to retrieve Bruce's bike and as we picked it up to head off to our crew area, I remembered something that Bruce had said to me the very first time I had ridden his bike "If you tumble off it and the wheel gets bent, don't worry, just give it a kick and it should straighten up ok". I looked at a completely trashed wheel and thought "Nothing lost". "Lay it down lads" I shouted. Jim stood on one side of the rim and I jumped on the other side and it just popped back into shape like nothing had happened! Race on.

We rode on to the finish at a sedate pace (didn't want to pop the tyre again) although I suspect Jim was still hammering it whilst out of our sight judging by his lap times. Still peddling Bruce's machine we finished, and for me riding passed the chequered flag with that size of crowd cheering was the best moment of any race I have ever competed in. Quite,

quite unforgettable!

The results, well the hotly tipped winner Josef was DQ'd for causing "That crash" (make your own minds up if you watch it on you tube) giving the win to Jim Brailsford who also won it ten years ago. The fearsome two women from London Katrina and Charlotte won the team prize and us? We went from one of the first place teams mid race to one of the last placed teams by the end but we had finished in the spirit of the event helping to raise a huge amount of money for the charity "Shelterbox" and keeping the spirit of penny racing alive.

I have to say a big thank you to friends and family who came out to support and an even bigger THANK YOU to "the team". They really were top notch, I couldn't have asked for a better or more committed bunch to race with. Thanks guys.

As I type this, the Timberlake is propped up next to me. I have finally figured out how to make penny farthing spokes to repair it, so by next week it will be back with it's owner and I will be penniless. Only nine years to figure out how to build my own for next time.



The team - Richard, Rob, Bruce and Jim



Evening TT Rota for Officials

(See back page for events)

Date	Official 1	Official 2	Official 3
5 April	Tom Butcher	Kevin Cunniffe	Roland Sutton
12 April	Jon O'Brien	Philip Cripps	Keith Jackson
19 April	Dave Ellis	Martin Wimpenny	Andrew Coates
26 April	Harry Crew	Dan Smith	Nigel Martin
3 May	Mark Gray	Rob Malik	Andy Hill
10 May	Steve Kilgannon	Neville Whitton	Harvey Cooke
17 May	Dave Banks	Olivier Arnoux	John Manning
24 May	Andy Hughes	Pete Johnson	Hannah Blount
31 May	Lee Blades	Harvey Schofield	
7 June	Chris Blount	Rosie Blount	
14 June	John Anglesea	Edd Pickard	Joe White
21 June	(Inter-Club)		
28 June	Stewart Riley	Dave Barber	
5 July	Nick Scott	Mike O'Keefe	
12 July	(Matlock event)		
19 July	Pete Turner	Kevin Skipworth	Simon Broomhead
26 July	Rob Slater	Phil Ryan	
2 Aug	Debbie Hamp	Martin Whitney	
9 Aug	Matt Crouch	Hilary Johnson	
16 Aug	Jim Crew	Desmond Duddy	
23 Aug	Pascal Arnoux	R Wallace	
30 Aug	Scott Savage	Richard Parkin	

Note: It is the responsibility of individual riders to organise a switch with another rider if they are unavailable for a particular date.

If you do switch then please ensure that one of the other officials on the night knows what they are doing!

Diary

Events at the Club Room, St Matthew's Church Fellowship Room, Darley Abbey

Date 2011	What's Going On	Time
Tuesday 3 rd May	Evening TT, Windley	6:30 pm
Tuesday 10 th May	Evening TT, Windley	6:30 pm
Tuesday 17 th May	Evening TT, Long Lane	6:30 pm
Tuesday 24 th May	Evening TT, Long Lane, 2-Up	6:30 pm
Tuesday 31 st May	Evening TT, Long Lane	6:30 pm
Tuesday 7 th June	Evening TT, Long Lane, 2 Laps	6:30 pm
Tuesday 14 th June	Evening TT, Long Lane, Ladies & Jun. Champs	6:30 pm
Tuesday 21 st June	Inter-Club 25, Etwall - Uttoxeter, (A25/11)	6:30 pm
Tuesday 28 th June	Evening TT , Windley	6:30 pm
Tuesday 5 th July	Evening TT , Windley	6:30 pm
Tuesday 12 th July	Evening TT , A10/16, Matlock Inter-Club	6:30 pm
Tuesday 19 th July	Evening TT , Long Lane, Matlock Inter-Club	6:30 pm
Tuesday 26 th July	Evening TT, Long Lane	6:30 pm
Tuesday 2 nd Aug	Evening TT, Windley	6:30 pm

Other Club Events

Sunday 5 th June	DMRC Road Race, Hanbury Circuit	
Saturday 13 th Aug	Open 25 Mile TT, A25/11 (Etwall)	5.00 pm

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.