

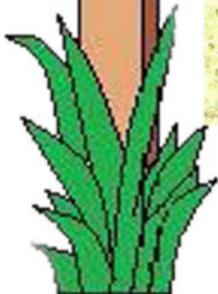
The Signpost

Darley Abbey

Magazine of the
Derby Mercury RC



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Editorial

This edition of the magazine comes at the end of the road season and the start of the Cyclo-X season. In fact the Cyclo-X is already well under way and our younger riders have got off to a great start - see Jim's report on page 5.

The youngsters are also enjoying considerable success on the track and Jim's report on page 4 clearly shows that this discipline is taking off after quite a few years in the doldrums thanks to the organisation and enthusiasm of Jim, and others, as well as the efforts of the riders themselves.

Results from the road events this season are not all available yet (the problems of being a quarterly publication) but, in the evening time trial series the provisional winners were: John Manning in the scratch competition, Olivier Arnoux in the handicap competition, and also in the SB (and junior?) competition and Hilary Johnson in the Ladies competition.

You will notice that the minutes of last year's AGM are included in this issue for you to peruse ahead of the AGM on the 22nd November. Do try to get to the AGM. Remember that the Mercury is your club and this is your chance to have a say and influence the way the club is run and the direction it takes.

Other dates to remember are the Tuesday after the AGM (29 Nov) for the photographic competition and the 20th January for the

annual prize presentation and buffet. Once again, this is on a Friday at the Rugby Club on Haslams Lane.

There are two news items. Firstly, congratulations are in order to Joy (Potts) on her marriage to David Ward.

And, finally, I have to end on a very sad note. As many of you may know by now, Rob Suggitt died on the 18th September after a long illness at the age of just 40. Our condolences go to his family.

Dave Ellis

Notices

Trophies - Please remember that all trophies have to be returned to Scott Savage as soon as possible now so that they can be prepared and engraved for this year's winners. It will save Scott a lot of work if you make sure that they are nicely polished before you hand them over.

Cover: 'Lion 2' by Ji Yong-Ho, in the Beyond Limits sculpture exhibition in Chatsworth garden. And the connection with cycling, I hear you ask? It's made from old tyres, many from bikes of various sorts.

Forest Town Track League

By Jim Crew

We don't have a fully covered track in the East Midlands - yet. What we do have is a brilliant facility up at Forest Town Miners Welfare, Mansfield. A 400m roughly - smooth (ish) tarmac track - more 4 straights and 4 corners, than the classic velodrome shape. Banking is around 15 degrees - not steep - but it gives an interesting kick out of the final corner when the seniors are going full tilt.

For 2011 we have track bikes (U9 to adult sizes) we can lend out, so most who want to ride, but don't have a track iron, still have the opportunity. The Monday night track league runs from April to early Sept and, very unusually for the UK, this year we lost 0 (that's zero) nights to the rain / weather. OK, some weeks it was dull, overcast and looked like it was going to tip it down. But it never did. So that was 20 weeks of racing - excellent. And no wasted journeys. The format on the night is 4 races each for the 3 groups - youth freewheelers (that's normal bikes with gears), youth fixed and seniors fixed. Points are then allocated for finishing positions, which then forms a league in each category. We don't tend to have age specific awards, but we do try to make the racing as competitive as possible, whilst teaching especially the younger riders good skills, race craft and sportsmanship. So Devils most weeks, slow devils, points devils, team pursuits, points race - all things that embed skills that are useful in other forms of racing.

Riders come from all over the East Midlands - generally about half a dozen in the youth freewheelers, 12 to 15 in youth fixed, and up to 18 in the seniors - and from clubs including the Merc, Heanor Clarion, Chesterfield Couriers, Matlock, Lincoln, Witham Whs (Grantham), Nottm Clarion, VC Nottm, Beeston, Sherwood Pines, Retford Wheelers. The promoter - Graeme Waters is a Retford rider. The Merc turnout was very impressive - most weeks (in fact every week I think) we had newcomers to the track. Emma and Ollie

Price, Ethan and Bailey Wilmot, Tom Weeds, Sarah Dodson, along with Harry - whose been a rider at FT for 3 years - since the sadly missed organiser - Stash Kallisiz - ran things. Also occasional appearances by the Blounts - Rosie, Hannah and Chris - we're probably the best represented club.

In terms of league positions - Tom Weeds figured strongly in the youths, even as an U14 - I think he should run out the youth winner. Bailey also hot on his heels - just needs to bide his time, build knowledge, and then make the most of the U14 gears next year. Harry races up a category - with the seniors - and was one of the few riders to beat the strongest rider in the league more than once - VC Lincoln's Ben Green. Ben doesn't like getting beaten - especially as Harry can sit in his slipstream and gain maximum benefit. Strangely this doesn't work in reverse. Harry should take the runners up spot in the Seniors league - behind Ben. Then look to reverse that in 2012.....

For the other riders - it's a case of watch, look, listen and learn - much of what we do at Forest Town will stand the riders in good stead at regional and national events - omniums at Scunthorpe - and the BC regional / National Omnium competition - at places like Halesowen, Newcastle under Lyme, Scunny, Manchester and Wolverhampton. Forest Town also leads to opportunities to be nominated for DHL sprint School at Newport or Manchester, and also RSR (regional school of racing) with BC coaches - coaching things such as flying 200s, sprints, team pursuit, madison (Harry partnered James Shaw - Heanor Clarion - in the National U16 Youth Madison Championship at Manchester in early October. They had looked competent in finishing 8th the week before in the Inter region track champs. They qualified through their heat for the final in the evening. Then missed too many changes, caused by lack of practice, and poor positioning in the final. Better luck next year - or better prep - but it was great to give it a go. And scary as a parent - although since the penny farthing races, I've given up on fear.

For the winter, now the FT season is over, the plan is to spend some Friday evenings at Manchester, in the track league - Harry in the youths, and maybe ride up to the seniors. And if I'm taking him, I may as well ride too, so I've swapped the steel Harry Hall for a shiny Specialized alu track frame.

If anyone wants to talk track, I'm happy to help all I can - or defer to greater knowledge - please just ask. Its much more than going round in circles. Just ask Mark Cavendish.

Notts & Derby Cyclo Cross, Interim report 2011/ 2012 - 5th Oct 2011

By Jim Crew

We're 4 rounds into the Cyclo-X season now, and for the Mercury it's going brilliantly. At the last outing - Allestree Park - I counted 31 Merc riders - 15 seniors, 4 U14/U16, 8 U12 and 4 U9s.

On the day, we had 2 winners - Tom Weeds in the U16s and Ben Chilton in the U9s. Tom's win was pretty clever - he followed top league rider Arthur Green (Matlock CC) for a few laps, swapping the lead a few times, then attacked in the woods, gained a psychological edge and then just rode away. A very good win. Ben - from our Go Ride - rode off the front from the off, gained a healthy lead of a 100m or so, then spent the rest of the race looking behind for the challenge - which never quite came. Nice one Ben - but next time, just ride your own race. Oh and he also won rounds 1 and 3.....

We've had another winner in previous rounds - Matthew Luscombe, also in the U9s (we've won all 4 races so far, so no pressure lads).

In the seniors we can't quite break into the top 20 - although Dave Banks continues to ride as well as ever. And that's before it gets muddy. Also Pete Turner is up there with his rivals, closely pursued by Pascal Arnoux and Andy Hughes - that'll be a season long battle. Towards the middle of the field, Roland Sutton has put the tubeless tyre debacle of 2010 behind him and is now using his Michelin muds and tubes to good effect. His

Dad - the venerable John, is seeing much less of Roland in the pits now, and the shoe leather worn away last year, with all that running / carrying, now has a chance to re establish itself. And great to see a supporting cast of our riders throughout the field. Cross is brilliant for the social aspect during the winter and we seem to do that better than anyone else. We just need a gazebo now.....

Rounds so far :

1 - Hilton Fields - new venue. Lots of cowpats. long grass. and hard hard hard course. Did I mention off camber and washboard? Lovely (I was on a dual carriageway, far , far away :-)

2 - South Glade Park, Nottingham. Watch out for the gangsters was the word. Turned out to be a nice day and a good parkland course, with a few sections in the trees. One of which Harry hit - put him out of the race.

3 - Thornbridge - oft used venue. Very tight on the ups and downs in the woods. Lots of carnage with backmarkers. Nothing new there then. We'll be back here before the season is over.

4 - Allestree. Warmer than Hawaii. More scenic than those gardens in Babylon. and a Mr Whippy ice cream van. What's not to like? As close to home turf as it gets really - for me anyway - although 77th place is a bit like losing 4 nil at home.

Roll on round 5 - Shipley - Sat 8th Oct.

DMRC Road Race Report

By Duncan Putman

Photos by John Pickard

A field of 60 riders took part in the Derby Mercury Road Race on Sunday the 18th of September. The event took place on the West Leake / Kingston on Sour circuit due to the threat of road works on the usual Hanbury circuit. The riders had to complete 12 laps of an 8km circuit. Despite the weather forecast of



The Derby Mercury Team - best in the East Midlands.

heavy showers, the riders were greeted by a calm warm autumn day, perfect for road racing.

Four years ago Andy Eager and myself were the only really active road riders in the club. The club has moved forward in recent years on the road and the Merc were represented by a strong team of six riders which are now ranked number one in the East Midlands. Andy Eagers, John Anglesea, Lee Ward, John

Manning, Matthew Crouch and Edward Pickard completed the team. Other riders of note included Matt Bottrill (probably too good to ride at this level) who had been 3rd in the national time trial championships just 2 weeks before and Flavio Zappi, a former continental professional rider with a few wins, top 20 places in Milan-Sanremo and Paris-Roubaix and several rides in the Giro!

The action started early on the relatively flat circuit. On the first lap a group of 9 riders moved clear. This break looked dangerous and quickly built a lead of 30 seconds on the bunch as a few riders found the going too tough and went out the back. Mercury were not represented in the break. The break maintained rather than built on its lead over the next few laps. On the 4th lap the first prime was won by James Ratcliffe (Fred Williams RT). As the race wore on the bunch started to peg them back, helped by a few big turns from Ed and the John's. By the 7th lap things were coming back together.

As the bunch caught the break, Matt Bottrill, who had been present in the

original break attacked again. At this point there was a crash in the bunch, which disrupted the chase and Matt quickly built a lead of over a minute as he rode solo away from the bunch. The crash also ended the race for a few of the Mercury boys. At the time I was driving the first aid car and was trying to tow Lee Ward back to the bunch after he had punctured. However, I had to stop to check the casualties and since the race was being run off at a scorching average speed of over 27mph

his race was over. John Anglesea also got delayed and couldn't make it to back to the bunch.

Back in the bunch, lots of attacking was going on as riders tried to get away, but this only slowed the chase. Nobody really had the legs to make a move stick until Andy Eagers picked his moment well and got away with two laps to go. He was joined by Paul Bell (Peak RC) and Flavio Zappi (Team Zappi's) amongst others and a chase group of seven formed in front of the race. On the 8th lap Matt Bottrill took the final prime.

By now Matt Bottrill had a lead of two minutes, was home and dry with one lap to go and took a very fine road race win. Behind, the seven chasers held off the bunch to the finish. As Andy Eagers approached the finish he was no doubt given some extra motivation by the loud cheers from a highly partisan crowd that had gathered at the finish. Timing his sprint to perfection he finished one bike length clear of Flavio Zappi and a fast finishing Paul Bell. A

very impressive effort indeed. Interestingly these 3 riders have a combined age of nearly 150! Isn't road riding supposed to be a young mans sport?

The bunch came in about 30 seconds later with Ed Pickard taking 15th position and Matt Crouch rounding out the top 20, which finished off a fine day for the Merc. For his efforts Matt Bottrill took home a prize of £80.

This is one of several events promoted by the club this year. As an organiser, I can do all the paper work and organisation but without the help of volunteers on the day (be it marshalling, judging, driving lead cars or marking out the course) these events would not be possible. So thanks again to all those who helped out on the day. Feedback from many of the riders on the day or a few days afterwards was very positive. As a club we have a good reputation for organising good events in the region.



Matt Bottrill takes a fine solo win.

Tour Divide, 2011

By Kevin Cunniffe

The Tour Divide is the longest mapped, off-road cycle route, running 2,745 miles between Banff, Canada and Antelope Wells, on the New Mexico / Mexico border. It was mapped by the Adventure Cycling Association during the 1990s. I first read about this route in 2000 in Cycling+ when it started at the USA / Canada border at Port of Roosville and was 'only' 2,500 miles long and I immediately decided that it was something I wanted to do. I soon realised that it was a ride that I would have to do once I retired due to the extended time required to complete the route.

In 1999, John Stamstad, an American endurance mountain biker had completed the border to border attempt in a little over 18 days but it was not until 2004 that the first race happened with 7 riders. Numbers gradually increased over the next few years, aided by rider call-ins and GPS spot trackers allowing followers to track competitors on their journey. The route was extended in 2006 to include the Canadian section through the wild Flathead Valley and Matthew Lee from

North Carolina went on to win every edition between 2006 and 2010.

In 2011 Matthew did not start but another 70 riders did start from Banff along with another 15 starting at the Southern terminus of Antelope Wells. Mike Hall, Martin Wimpenny and I were among 9 riders from the UK on the two start lines.

The race is unsupported and no pre-arranged support is allowed so riders have to carry everything they require. My set up was a Voodoo Aizan 29er MTB with a 71 litre drybag of spare clothing attached to the handlebars along with my tools and spares. A large saddle bag contained my tent and sleeping bag and a frame bag in the bike's triangle allowed me to carry 4.5 litres of water plus my maps.

I also carried a wingnut backpack, which is a very large bum bag, to keep weight off my shoulders. I carried some bottles in this together with my sleeping mat, toiletries, medical kit, lights, bear spray and food. I also had a couple of bags attached to the top tube for carrying energy bars and cereal bars to get at on the move.



Martin and I flew out to Calgary a week before the race and cycled across to Canmore and Banff to acclimatise and meet up with Mike Hall who arrived 36 hours before the race start.

The race this year was being diverted at the North end of the route due to record levels of snow making the passes virtually impassable. It was an option to follow the correct route but a series of alternatives were provided for 2011 racers.

A lot of nervous talk between riders, along with eyeing up everyone else's bikes and kit as the morning of June 10th began for the Grand Depart. A quick photo was taken with Mike and Martin before we rolled out to a hotel car park for the first of the 2,700+ miles. The weather was good and I started steadily but I had a couple of kit issues in the first 6 miles and dropped back to sort them out. Most of the first day I spent on my own, occasionally meeting the odd rider. I was with a small group leaving a store at about 62 miles but got dropped on the snowy push over Elk Pass. The route has 200,000 feet of climbing and I am not a good climber - this was going to be a long tour. At 81 miles in, on a bumpy descent, my GPS, with route loaded on it, bounced off my bar and I spent some time looking for it with no success. This certainly caused me some problems further down the route with a few minor wrong turns costing me small amounts of time.

The first day I managed 100 miles. I camped by the side of the track and every time the wind rustled the tent I thought it was a bear, which are known to roam the area, so not a good night's sleep. The next morning I was up at 4:30 am, packed up and rode into Elkford at 7:00 am.

I struggled to eat my pancakes and bacon breakfast, eating about half of it, and this was the norm for the rest of my trip - struggling to get a decent breakfast down me when the opportunity arose. The second day of riding continued with a large climb out of Elkford

and then, with the re-route, it was a largely downhill day on tarmac or good tracks down through Fernie to the Canada / USA border, arriving at about 19:45. After clearing customs, I rode down 10 miles to Eureka in a small group and found a motel. I had a shower, washed my clothes and went for some food, only to discover that the food place closed 10 minutes earlier - a mistake I would not make again. Instead, I got some food out of the store attached to it.

The next day I set off with Joel, who I had met up with the evening before. We spent a lot of the next couple of weeks together, eventually finishing together. After a few hours riding and getting a bit lost on a re-route due to snow, we started up onto the Whitefish divide. We had been warned that this was an 8 - 10 mile push through snow. I found it very tiring and, again, started to drop back from the riders around me. By 20:00 I was in Whitefish eating the largest burrito I had ever seen before heading to a motel for the night.

As the next few days unfolded, the routine of eat, ride, sleep became second nature. Grabbing supplies when you can and riding as far as possible during the day. On day 6 I hit my first really bad day into Seeley Lake. Struggling to pedal, and feeling sleepy, I eventually dozed by the roadside before getting into town about 15:00 and finding a motel and food to recuperate.

Next day was a lovely 125 mile ride into Helena, the largest city on the route. After a couple of better days I struggled again on the old Bannack Road into Lima. Initially all was OK but then I started a 60 mile off-road section and was feeling a bit weary. Towards the summit of the pass it started to rain and the infamous mud began to stick to the tyres and the wheels would not turn. The bike weighed about 20 kg plus food and water and I could not carry it far. I managed to get into the sage brush by the side of the track but progress was slow. The 30 downhill miles from the summit and 7 flat tarmac miles into town took me 5

hours and I arrived in Lima at 02:00 with nowhere open and feeling completely spent.

I found an interstate rest area and dozed sitting up until 7:00 am. I was thinking of having a day out and resting and eating but the hotel was still shut and I went for breakfast. I noticed Joel's bike outside the cafe - I hadn't seen him for a couple of days, so we had breakfast together and I decided to leave town with him and see how it would go. Despite a short section of clingy mud leaving town, it was generally a warm, sunny day and after climbing the summit out of Montana into Idaho I dropped to the Sawtell resort where I again just missed food but was able to buy something in a store, find a microwave and get a decent meal.

over the next few days after a late finish and getting lost on cycle paths in Jackson.

It was 3 more days before I was to see a tree again and 3 hard days into the wind. Again I started to suffer getting into Rawlins after just a 25 mile day. After a long rest and a lot of food, I set off for Colorado, again lacking energy and another long, slow day. Arriving in Brush Mountain Lodge at 21:00, I was greeted by Kristen, who runs the lodge, with pasta, fresh fruit, veg. and homemade lemonade. Five other riders were also there that night and, after breakfast, I set off for Steamboat Springs. It was another push over a snowy pass before a long decent into town for an early finish. It was a Sunday when I arrived and I needed work doing on my bike



Idaho was characterised by two long sections, totalling 60 miles, on old railroad tracks. The second of these was due to another re-route and was very slow going due to the washboard surface. I made a bad decision to ride over a 10,000 ft pass into Jackson, Wyoming, instead of getting food in Idaho. I was to pay for this

so it was midday before I set off the next day for a long, lonely ride to Kremmling, arriving at 22:00.

The following day was very much the start of the big mountains. I went over Ute Pass at 9,500 ft feeling tired and had a big meal and rest in a Wendy's in Silverthorne, a town I had

previously visited a couple of times. I set off for Breckenridge. It was still hard work and after more food I eventually took on the 11,500 ft Boreas Pass. Setting off I felt good and was maintaining a good pace but continued to hold back. I had climbed this twice before and found it tough both times without the luggage. I expected to stop when it got dark and camp high up but on this occasion I cruised over the summit and down to Como, population 21, and stayed at a hotel run by an Englishman called David. The headwind continued and I began to suffer again. Two days later I entered Del Norte, about ready to quit. Four big passes over 10,000 ft, which I struggled over despite eating and sleeping OK caused me a lot of doubt. My cycling hosts in Del Norte told me that I would have to get to Abiquiu to quit, and that was 150 miles away! Checking the GPS tracker, I saw that Joel had just arrived in town, so I tracked him down to a motel and agreed to go for breakfast. I had made a plan to leave late afternoon and get as far up the 11,900 ft Indiana Pass as I could. After breakfast, where I ate as much as I could, and going shopping I felt hungry again. I had a 600 calorie snack and the went for a second mid-morning snack before packing my bike and lunch. I set off at 14:30, having lost another half day and every pedal turn was a struggle, even though it was flat. When the tarmac ended after 13 miles and the road went up steeply, I was off the bike even more, resting, eating and drinking. Suddenly, at 18 miles my strength came back and I started to move much better. I tried to keep the pedals turning but still got off on a few steeper sections - I was still worried that my energy levels would drop again. I reached the summit feeling strong and, after a few photos, I rode another 7 - 8 miles before making camp at 11,300 ft.

The following day, after a 900 caloriesnack, I descended and then climbed to 10,500 ft before dropping to the remote Skyline Lodge in Platoro for breakfast. I was advised here that the route to Abiquiu was re-routed due to forest fires so, after stuffing my face, I set off to complete the 143 miles to Cuba, New

Mexico, over two more 10,500 ft passes, arriving at 22:50, just before the hotel shut. It was another meal from a gas station before bed and the same thing in the morning. As I was about to leave, Joel appeared so I delayed my start by going to breakfast with him. I wanted to do another big day and, hopefully, get to Grants in good time for a feed and ride on another 10 miles or so. Things were going OK until late afternoon when the wind got up strongly again and I lost an enormous amount of time. It was dark as we dropped onto Route 66 in Milan, a couple of miles from Grants. Joel and I elected to stop at the first motel and booked in as the fireworks began - it was the 4th of July.

Next day we set off for Pie Town and after a good start I found county road 41 very slow going on a wash-boarded surface and into a strong wind. This slowed us down so much that the cafes and shops were shut on arrival at 16:50. The next day was a late start as the cafe opened late, service was slow and we then had to go over 3 miles off route to the shop. The next sure supply was 180 miles away in Silver City so we wanted to ensure that we were stocked up. Eventually, we left Pie Town at 9:45 and rode 100 miles into the Gila wilderness to a forestry centre which had water. The next day was one of the hardest on the route with constant climbs and descents on a wash-boarded surface and 100 degree heat. I could not wait for the 12 mile descent to tarmac to be over. After a couple of miles on the road, Joel and I decided that we had enough food and water for the 26 miles to Silver City and pressed on rather than heading off to a shop which was 4.5 miles off route. Three hours later I had done 6.5 miles and was totally out of energy and running out of water. The next 5.5 miles off road took another 1.5 hours but, once back on tarmac, I started to move a bit better, although I was short of fluid. I made it to a ghost town according to the map, found a bar that was open, drank two pints of Coca-Cola and water, filled my water bottle and headed for Silver City. Entering Silver City, I made a wrong turn, misunderstanding the instructions, and after

asking a lady on some scrub land for directions, two police cars appeared from nowhere and pulled up. Not sure what was happening, I thought my race might be about to end but they accepted my version of events and put me back on the correct route. Still not sure what they thought was going on - drugs or something I had no energy left for!

The next day was my last on the race. It was 125 miles, 85 of which were on tarmac. I set off with Joel with 5 litres on the bike and bought and drank another 5 litres on the run into Antelope Wells - just a collection of buildings around a border post with a population of 1. I thought back over the highs and lows of the past 28 days with a certain amount of relief at achieving the target I had set myself, that I reached the border. I was a

bit disappointed with my time and believe that I should have been a day or two quicker but, in a race with a 50% drop out rate, the satisfaction of finishing at all has come since. To complete the distance is an awesome achievement and the scenery, the other racers and the American people were a massive bonus.

Results:

Winner - Kurt Refsnider in 17+ days
Mike took 20+ days
Martin took 24+ days
I took 28+ days



Paris Brest Paris 2011

By Jim Crew

Paris Brest is said to be the oldest cycle race in the world that is still running. It predates the TdF by 10 years or so. I say race - it is a race, the winners this year went round in 44 hours - with an entourage of support vehicles, and helpers to perform every task for their riders - from wiping backsides (yes really) to providing changes of clothes and food on demand.

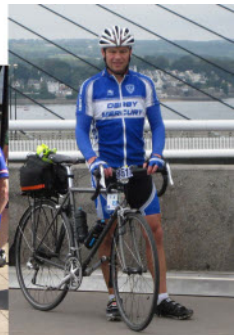
For us lesser mortals - including the Merc trio of the real Mercury Jim, Mark and me - PBP is about the most fun you can have on a bike, without getting arrested. That is, a long Audax ride - 1240km to be precise - in 90 hours maximum for the cycle tourist group (about 5000 of these). As for the last edition in 2007, we got the overnight ferry from Portsmouth to Caen. Then spent 2 very enjoyable days riding the 250km to the outskirts of Paris, near Versailles, where the event starts. We rode out with, amongst others, Ed Hargreaves from the Mid Shropshire Wheelers, and Denise Hurst from the Congleton, and stayed with them before and after the event in a rather smart apartment complex that Mark found on the internet - nice one.

Im not going to bore you with a normal ride report - which would read like 'we turned left at a nice church in a small town, then rode a long way, then it rained, then we turned left near a field full of nice cows....', it was still thunder and lightening. So this is what you're going to get. Its a list. I like lists..... The Paris Brest Paris by numbers.....read on:

- 0 Blankets at 2nd sleep stop :- (after 51 hours ride time - boy was I cold, but had no energy to do anything about it)
- 1 Japanese man having a crap in a forest - caught him by surprise. Should have taken a photo - he looked rather embarrassed. Shame on his nation or something.
- 2 Secret controls - 1 on allez, 1 on retour. Men waving flags in middle of road in the night. also - no. of railway stations in Mantes on my trip home - and yes, I was at the wrong one.
- 3 Supermarkets on route - Sizun on retour, plus 2 others, both desperately needed - 1 of which open at 8am. It was 8.01 as we passed :-)
- 4 Direction Signs collected on the retour - essential souvenirs, just don't get caught with them (=DQ'd).
- 5 Total hours of asleep on the event (2 lots of 2.5hours - 495km, and 845km). Also total no. of trains for me to get home (2 in France, 3 in England - one broke down in Birmingham).
- 6 No. of wheels on Jim and Ed's machines (both Trikies).
- 7 Hours for each ferry crossing.
- 8 km detour to the control in Brest - around the docks. Just what I needed after 630km. Also number of PBP completed by the real Merc Jim - a British AUK record.
- 9 Euro - Price of fresh salmon, rice & green beans at Dreux control - 1160km & nearly home. I had been dreaming of fish for hours - get in there.
- 10 hours - length of the thunderstorm into and out of Fougeres, to St Nicholas du Pelem - lights not needed when it lightened. Magnificent.
- 11 Informal food stops - I think, there could have been more. Basically kids (mostly) selling or giving away, coffee, chocolate, cake on their driveways :-)
- 12 Riders turned up for dinner at the Evreux Campanille - boy was she not amused. But we did leave a tip - after the bill was corrected.
- 13 Fixed controls - requiring a stamp / electronic tag swipe - no, not the ASBO sort.
- 14 Riders in the group from Caen to Paris, plus an American we picked up on the way - he met us last time too - and thought we might be passing again.... Must mention Mark Hummerstone and Postie Paul from Portsmouth here - AUK legends.

- 15 I start running out of things here, so bear with me.
- 16 Cost in Euros of the post ride 'all you can eat' Chinese buffet. Big mistake. Graham (from Bristol) tried all the flavours of ice cream there were - 20 odd...
- 17 AUKs who were out of time - but still finished. Chapeau! Also our total time in hours, stationary during the event - sleeping, eating, weeing, traffic lights (not often ;-), etc
- 18 km/h - average overall speed, including stops, for the 1240km.
- 19 Hours faster than last time (87 hours in 2007).
- 20 Cost in Euro of the bed I blagged at Evreux off John, who I only ever see at PBP - good bloke. Also, no. of inches headroom from bed to ceiling, in that very room - ouch!
- 24 km/h average riding speed (actually 23.99km/h - but that's splitting hairs)
- 38th position we finished, of the 360 British finishers on the event.
- 68 Hours, plus 33 minutes total time for the 1240km.
- 84 Hours - max time to complete for the Randonneurs - the start we were in, by choice - it gives a clearer run through the deserted controls.
- 100 km/h - estimated speed of a fully faired recumbent which passed us going downhill on day 1. Absolutely mentalist.
- 350 km - distance ridden on day 2 (18 hours).
- 395 km ridden on the 3rd and final day (19 hours).
- 495 km ridden on the first day (22 hours).
- 500 approx number of riders on the 84 start - the one we did. Ideal for getting a tow off the lead car for the 1st 20kms.
- 2015 The 18th Edition - who's in ?
- 5500 approx number of entrants - and we were quicker than around 4600 of them.
- 8511 My rider number.
- I hope this gives a flavour of the event. If I missed anything, just ask.

Photos from Mark Gray



Minutes of Annual General Meeting

Date 23 Nov 2010, Venue: Clubroom, Darley Abbey

The meeting began at 7.40 pm The names of those present, 40 in all, are recorded in the attendance book.

1 Apologies:

Apologies for absence were received from: Jon Obrien, Richard Parkin, Dave Luscombe, Enid Barker.

2 Minutes of the last meeting:

The minutes of the 2009 AGM had been published in the club magazine. The minutes were accepted as read.

3 Matters Arising:

There were no matters arising.

4 Annual Reports:

Chairman.

Generally a good year for the club.

Members on the up, participation on the up, cross section of events ridden generally on the up – with some exceptions, which perhaps reflect the changing face of the club and cycling in general.

Many thanks to the committee for all the hard work in the previous year

Also thanks to the event organisers Duncan Putman - Road Race, Chris Bradley - 10 Mile TT, Nick Scott - 25 mile TT, Clive Lockwood - Evening TT league and retiring TT sec many thanks, Andy Eagers - Cyclo Cross, John Holmes - National Trophy Cyclo Cross, John Mitchellmore - Audax China run 200k China Teapot 120k

Biggest threat to the club this year has come from within the club – the Forum. Earlier in the year a thread about a road racing incident caused issues – which took some considerable calming down. A more recent thread on the safety of timetrialling did the club no favours – much debate, with little or no data, stoked up an prolonged for far too long. Net result – the loss of 2 organisers of events. The future of the forum has since been discussed at Committee meeting – many organisations have had to terminate their forums due to adverse issues. Lets hope ours doesn't go the same way as it can be very positive tool. We can ill afford to lose organisers - there aren't many willing to step forward and fill the void. Very disappointing that a minority should have a disproportionate impact on those who work hard for our/your club.

GoRide: MarkGray and myself took a BC Level 2 coaching qualification earlier in the year. Also Rob Malik a few weeks later. Other regular helpers – Scoot Savage Sarah Todd and recently Nick and Chrisine Chilton and Charles Price – thanks to you all. Since April we have done 29 Wednesday evening sessions 6:30 to 8 pm Also Go Race events – supported by BC. Over 50 different children have attended, with an average of around 15 every week. Sessions continue – still outside on Allestree Park – in the dark with lights. Many of the young riders

have progressed onto Notts-Derby cyclo cross races – with some success. Early spring 2011 will see focus shifting to circuit and track racing (Forest Town, Mansfield). Many riders have already expressed an interest in these.

Vice Chairman

There is no Vice Chairman currently.

Secretary

The committee met on 7 occasions with an average attendance of 13. DB thanked all the hosts Dave Luscombe, Jim Crew , Sarah Todd Bett and Derek Wilkins, Dave Banks, particularly thanks to the hosts for providing refreshments especially for the secretary.

Treasurer

We have had a very successful year financially with increased activity across all categories. The increased subscriptions brought in at last year's meeting plus the influx of new members added almost £400-00. Clothing has again been the largest category. A new item GoRide has been added to the balance sheet. We have an income over expenditure of £1,102-97.

A few figures will illustrate the growth in activity:

	2007/8	2008/9	2009/10
Income	8648.59	9294.59	12295.72
Bottom Line	5040.78	5677.66	6780.63
Number of cheques	28	27	42

Auditors.

Nick Scott was not available to audit the books this year so only John Horrocks had done the auditing. He once again complimented Avice on her book keeping and had no hesitation on approving the books.

Time trial secretary

There was no TT sec report as the TT sec had resigned.

Road race secretary

DMRC finished 177th in the national rankings with 107 points. This is a massive improvement on last year when the DMRC finished 203rd.

National point scorers this year were:-

Harry Crew 30 (u14), Rosie Blount 35 (u16) Hannah Blount 26 (u14) Andy Eagers 10 (u100)

Nick Scott 4 Mathew Luscombe 4 (u8) James Luscombe (n10)

Regionally DMRC ranks 3d with 100 points. Scunthorpe Poly 1st with 129 and Langdale lightweights 2nd with 124. 2009 season saw us finish 8th with 69 points.

Regional points scorers were:-

Ed Pickard 33, Robert Malik 39, Robert Wallace 14, John Anglesea 7, Pete Johnson, Andy Eagers 6.

For wins the young riders have shown the way. Harry Crew (u14) with and exceptional 20 wins. National rank 35. RosieBlount winning 9 races in circuit and track events. She showed well in the interregional youth track championship with 3rd 2000m team pursuit, 3rd team sprint and 2nd 500m time trial. National rank 26(u16) Hannah Blount 9 wins. National rank 26(u14) Rob Malik tops the east midlands table for top ranked 3rd cat with 39 points. A win at Mallory

park and 6 top ten finishes. Ed Pickard 9 top ten finishes, Rob Wallace 3 top tens, Pete Johnson 1 top ten, Jon Anglesea 3 top ten, Andy Eagers 2 top ten, some prospective 2nd cats here.

Membership Secretary.

Membership at 31 October was 189 plus 31 life members. Numbers in each category are: Adult 98 Family 85 (in 30 groups), Second claim 4, Schoolboy 1 and schoolgirl 1. 38 members from last year had not re-joined.

Analysis by age

	2008/9	2009/10
Under 20	18	34
20-40	53	44
40-60	62	77
60+	22	29
DoB unknown	5	5

The average age has fallen from 43 in 2008/9 to 39 this year

Tony Malcolm died on 29 October

Membership from previous years (January to December)

2007: 124

2008: 126

2009: 160

Social secretary

14 Dec is the Christmas party. The club dinner is Friday 21 Jan tickets available price £12
Guest Vin Cox Raffle last year raised £111

Junior Secretary

Events,youth riders from the club have competed in:-

Circuit races; Darley Moor, Thorsby, Yarborough,Curborough, Milton Keynes

Bigger events; North West Youth tour – Rosie selected East Mids Team (3rd placed Team) UK

School Games – Rosie selected for East Mids Team (3rd placed Team)

Track Forest Town, Mansfield. Rosie, Hannah, Harry

National Youth Omnium Series. Qualified for finals at Manchester – Hannah, Harry.

Revolution DHL future Stars – Rosie

DHL Sprint School – Manchester and Newport. Rosie, Hannah, Harry.

Inter Regional Track Champs – Rosie selected for East Mids Team (3rd overall, 2nd in 500m TT)

Cyclocross Notts and Derby

National Trophy, Country wide

National Champs, Sutton Park Birmingham

GoRide: Over 50 different children have attended. Average of 15 every week. Every Wednesday evening on Allestree Park 6:30 to 8pm. Doing Cyclo Cross and MTB skills, also Go Ride

Racing: Many of our regulars are riding Notts and Derby Cross.

Magazine Editor

There have been four issues of the magazine as usual. Thanks to all those who have contributed articles. As always, more contributions are needed. There's no need to wait until the publishing deadline to submit material and short items are just as welcome as full blown literary masterpieces.

As suggested at the last AGM, the magazine has been available to read on line via a link from the club web site and this will continue.

Willing to continue in the post unless someone else wants to have a go.

Media Secretary.

Web site summary Between 22nd November 2009 and 21st November 2010

The site received 64,263 visits from 89 countries, with a total of 369,445 page views. The site has been visited by over 13,000 different people within the last year.

Although ntl came out as the largest service provider for visits to the site (13.5k), it must be noted that Rolls-Royce PLC accounted for 3,320 of those 64,000 visits! That's a lot of lost man hours;-)

A number of search terms were used to find the site, however interestingly, our site was viewed only 13 times by people searching for our Chairman, Jim Crew but a staggering 718 visits from people searching for Rob Malik.

The only major issue with the website this year has been that of the posting of a controversial nature on one particular thread on the forum. Although a few club members expressed the opinion that maybe the forum should be removed, on the whole I believe that the website and in particular the forum bring far more positives than negatives to the club.

To rectify the problem, the forum now has a private 'club members only' section where people can post messages of a more sensitive nature. Any messages deemed unsuitable for the general forum will simply be moved to the private section. I propose that members of the committee should become moderators of the forum and have access rights to be able to move or delete posts as they see fit.

Clothing secretary

Clothing sales were up on the previous year, mainly due to the continued arrival of new members. We have received 3 orders from Giodana in the past year, one in November 2009, one in the spring, and one in the summer. The spring order included bibshorts at a discount, as agreed with Giodana, due to a printing error on the same the previous year. These were sold at full price as the discount was applied to the misprinted items last.

Also in the spring order we received a batch of 50 caps free of charge as thanks from Giodana for our continued business. These have mostly been sold at £5 each (slightly less than full price) so this represents an extra profit to club funds. Giodana also supported the road race by supplying prizes free of charge.

This year we have added caps and armwarmers to the range of stocked items. We continue to offer Women's and junior clothing as well as Men's in most sizes.

Trophies Secretary

The trophies need to be returned to the trophies secretary as soon as possible to allow for engraving before the club dinner.

Cyclo-Cross Secretary

There have been many DMRC members riding cyclo-cross in the Notts and Derby league covering all age groups. The DMRC event was held at Sinfyn moor was organised by Andy Eagers. The National championship was being organised by John Holmes in January at Moorways and

all helpers would be welcome over the two days.

Mountain Bike Secretary

The regular rides go out every Monday evening. The DMRC won the Veterans prize in the Sleepless in the Saddle 24 hour race.

5 Elections of Club officials

The following club committee officials were elected:-

Chairman	Jim Crew
Vice Chairman	Post Vacant
Secretary	Dave Banks
Treasurer	Avice Sleath
Auditors	John Horrocks, Nick Scott
Time trials Sec	Mark Gray
Road Race Sec	Tom Butcher
Membership Sec	Avice Sleath
Social Sec	Bett Wilkins
Junior Rep	Harry Crew
Magazine Editor	Dave Ellis
Touring sec	Pete Turner
Media Sec	Jon O'brien
Clothing Sec	Harvey Schofield
Cyclo Cross Sec	Matt Crouch
MTB Sec	Dave Banks
Trophies Sec	Scott Savage
Club Coach	Mark Gray

Co-opted Committee members: John Anglesea, Rob Slater, Richard Hunt, Ben Rouse

6. Delegates to CTT/BDCA and BC

CTT/BDCA:	Mark Gray
BC:	Tom Butcher, Richard Hunt

7. Clubman of the Year.

Secret ballot held.

8 Resolutions

8.1 By the committee Section 5 paragraph F is replaced by:-

“Family Membership shall be available to couples living at the same address or to children under the age of 16 joining with parent(s) or guardians(s).”

This resolution was passed by the meeting.

9. AOB. None.

Diary

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

Date 2011 / 12	What's Going On	Time
Tuesday 8 th Nov	Natter Night	8:00 pm
Tuesday 15 th Nov	Natter Night	8:00 pm
Tuesday 22 nd Nov	AGM	7:30 pm
Tuesday 29 th Nov	Photographic Competition	8:00 pm
Tuesday 6 th Dec	Natter Night (pub after)	8:00 pm
Tuesday 13 th Dec	Xmas Party	8:00 pm
Tuesday 20 th Dec	No clubnight	
Tuesday 27 th Dec	No clubnight	
Tuesday 3 rd Jan	Membership night	8:00 pm
Tuesday 10 th Jan	Membership night	8:00 pm
Tuesday 17 th Jan	Natter Night	8:00 pm
Tuesday 24 th Jan	Bring and Buy	8:00 pm
Tuesday 31 st Jan	Natter Night	8:00 pm

Other Club Events

Saturday 12 th Nov	DMRC Cyclo-X (Notts & Derby League), Sinfin
Sunday 13 th Nov	DMRC Hill Climb, Holly Lane, Ambergate
Sunday 27 th Nov	National Trophy Cyclo-X, Moorways
Friday 20 th Jan	Club Prize Presentation & Buffet, Rugby Club, Haslams Lane

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.