



# “The Hub”

October 2017

Editorial:

## Outstanding Successes in September

Many congratulations to Matt Langworthy, Bronze Medal in National 10 TT, Karl Allen-Dobson, Double Invictus Games Gold Medallist, Don Brooks, World Age Group Triathlon Champion and Rhys Evans (18), winner of the Haytor/Widecombe King of the Mountains in his first ever events. Full details below.

## Lack of attendance and no shows hampers Sportive Committee events

Sorry about the negative edge on this issue but we need to improve this situation. The recent YHA weekend was a huge success with everyone thoroughly enjoying themselves, however of the 40+ original names that booked on the trip only 21 made it, with some pulling out very much last minute. We fully understand that medical issues and other emergencies have to take priority but when 50% of attendees pull out the knock on effects are multiple:

- Last minute work for the organisers in juggling these last minute changes.
- Wasted club funds in subsidising people who do not show up.
- Embarrassment and loss of reputation for the club with the accommodation and restaurant facilities, you wouldn't be happy if someone cancelled that number of places at the last minute especially if you had already turned down bookings you could have accepted.

What happens next?

We would like to put some steps in place to hopefully prevent this from happening in the future, as like many people in the club, we do this voluntarily in our spare time to provide interesting and exciting trips for club members with the full support of the club committee.

The first come first served approach will be discontinued in favour of names drawn by ballot, and members who have been able to attend previous events, such as Ride London will have to make way for others. Payment for events will be required to be made within a very short time or else the place will go to those on a 'Waiting List.'

We hope this doesn't come across in any way as negative, we get great pleasure out of organising these trips for our fantastic club members and just want everyone to take advantage of what's on offer, but equally important is that everyone has the same fair chance of attending them.

There are some amazing events and trips already in the planning for 2018, so watch this space !

Yours,

The Sportive Committee

## British Cycling (BC) Website emails

Can we please make members aware of the importance of Club emails issued through the BC portal. We know there can be too many emails from BC but with 20% of the club membership not on Facebook, we can only ensure that all members receive important information via this means.

The key thing to watch out for is 'MDCC' at the start of the subject line which will identify club emails. Please don't delete until you've checked the subject line.

### Thank You

Once again a big thank you to this month's contributors, part 2 from Dave Rushton with the second of his 3 part cycling world travels, Don Brooks on his World Age Group Triathlon Gold Medallist, Graham Brodie for his first part of his latest Epic British ride and Reuben Renton for reporting on his exploits.

For all members, never hesitate to send me possible material, I can never have too much and the more diverse the input the better for everyone.

The next issue will be out at the beginning of December, I look forward to hearing from you.

Paul Martin - [news@mdcc.org.uk](mailto:news@mdcc.org.uk)

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### Dartmoor Classic Help Needed

A recent meeting the Dartmoor Classic Committee reviewed this year's event.

The MDCC club stand was discussed - a few MDCC members were identified to run the stand however DC committee members and crew on site were unable to oversee the running of the stand due to the pressure of other tasks that were required to ensure the smooth running of the event. Following discussion it was agreed the club stand at the Dartmoor Classic should become the responsibility of MDCC rather than Dartmoor Classic.

This task would involve:

- \*Arrange for collection and return of the trailer (from the Velopark)
- \*Arrange a pitch for the trailer with the DC HQ Site Manager
- \*Arrange club members to man the stand from 12-6pm Saturday and approx 10am-6pm Sunday
- \*Identify and supply any surplus merchandise to be sold on the stand
- \*Supply any relevant information to promote MDCC, photos, handouts etc

## National 10 Time Trial - Bronze Medal for Matt Langworthy First National Medal in over 20 years.

I have always ridden the Junior Nationals however since I never thought I'd be able to jump up to the level needed to be competitive at the Senior Nationals for quite a few years, I never made them a major season goal. Instead, I'd focused much of my training efforts on the road for 2017 and after obtaining my first category license last month, I wanted a change so I decided to aim for the National 10.

After my 18 minute 10 a few weeks ago, I was feeling confident and my struggles on the hills at the Victor Berlemont RR last weekend shouldn't come into play.

I traveled up the day before to Cockermouth in the Lake District. My grandparents live not too far away in West Cumbria so I had a lot of family support on the day! My first impressions of the course were good: the tarmac was fresh and very smooth and the turn was a simple roundabout. The course was either heading up or downhill but a majority of the gradient was no more than five percent or so. I certainly wouldn't be expecting any PBs here with Steve Lampier holding the course record with a very short 20 set earlier in the year.



I wasn't off until half three so I got an hour or so in on Sunday morning on the course feeling the wind. The wind was going to play a big part with it picking up as the juniors set out in the morning. I caught a glimpse of the junior times when I signed on and no one had gone sub-20.

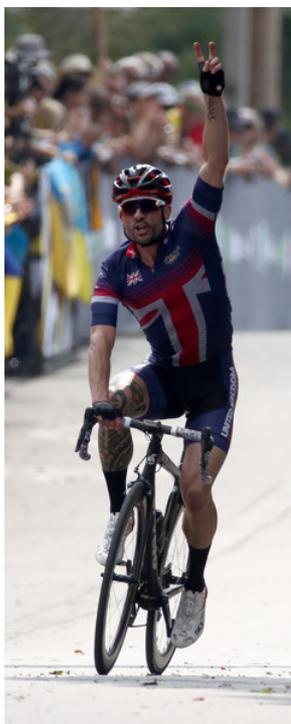
I did my usual short warm up as my legs were still fresh from my ride earlier that morning. In National events, all the riders are seeded such that the riders in front and behind are going to be of a very similar ability rather than the usual 'ten number and five number' seeding in open events. This means it's possible to get an idea on how well the TT is going during the race if you catch your minute man or get caught. I started hard as the course dragged up for the first half of the out leg. I was sitting above my ten pace but I knew I needed to as I could 'rest' on the descent to the turn. I was on a good day and caught the flash of my minute man's rear light as I crested the first drag, about five minutes in. The rain was heavy now and the wind was gusting from my left pushing me around a bit. I knew it was the same for everyone and I was

heavy so probably more stable which made me dig a little deeper. I spun out the 58 coming into the turn and with the tarmac slick with water, I nervously took the turn and started the climb out of the roundabout. It was tough now with the wind a cross-head: the grimmest type. I passed my minute man on the climb and pushed on catching the sight of my two minute man in the distance and I set my target on him. I knew it was downhill to the finish just a few miles away now but the headwind was making it feel like an alpine pass! I could barely hold a straight line and caught sight of the checkerboard in the far distance. I passed my two minute man and gave it everything for the last few hundred meters crossing the line empty. I looked down and saw a mid-19 and thought it was alright but I knew there were some quick guys here who would be knocking on the door of 18 minutes. My power numbers were on par with PB efforts this season and I'd been telling myself to stay aero all race so I just had to hope for the best. Last year I'd finished 18th. I was aiming for a top ten but I certainly didn't expect the 3rd that I got. Bigham took the win as expected and Perry 2nd and I rounded off the podium just 32 seconds off the pace; something I wouldn't have believed a year ago.



I have to say a massive thank you to Mid-Devon CC for supporting me for this event. Without their support I wouldn't have been able to get that result. Also a huge thank you to Ian Cullen who lent me his tri-spoke and helmet and to my mum for sharing the six hour drive each way! It's all time trials for the rest of the season now and it's back to training this week with the final goal of the season being the Duo Normand in northern France on the 24th September.

## Double Gold for Karl at the '2017 Invictus Games'



MDCC member, Karl Allen-Dobson of the United Kingdom celebrates winning gold after competing in the Men's Road Cycling IRB2 Criterium Final during the Invictus Games 2017 at High Park on September 27, 2017 in Toronto, Canada.

Huge congratulations to Karl on his double success in last week's Invictus Games. We hope to have a feature with Karl's input in the next Edition but for now here is the piece that appeared in 'Devon Live' prior to the games.



An Iraq veteran from Paignton is gearing himself up as he prepares to take part in the annual Invictus Games in Toronto. Karl Allen-Dobson, along with friends Dave Dillnutt and Leon Elliot, will travel to Canada in September in order to take part in the games, of which Prince Harry is a Patron.

Karl, 35, served as Lance Corporal in the Army before he was medically discharged due to physical injuries in 2007. He was involved in an incident in Iraq when a mortar bomb exploded close to a Portakabin which he was in on his base. The blast ripped through the Portakabin and he sustained shoulder damage due to shrapnel. The injuries mean Karl struggles to lift things because he can't raise his right arm above his head. However, Karl will be competing in his first ever Invictus Games, and will take part in the cycling event in Toronto.

Karl in Iraq

He said: "Being part of the training camps was a breath of fresh air and seeing people I've not seen for over 10 years was uplifting. It means a lot to me." Karl's friend and house mate Dave is travelling with Karl to the games, along with fellow friend, Leon. Speaking about Karl's participation in the games, Dave said: "Leon and myself will be travelling to Toronto to support and share Karl's passion

for competitive cycling. Knowing this is what has helped focus Karl helping him on his continuous road to recovery following his injury while serving in the forces. He has become very very focused. He was focused before but the cycling has taken over. It is literally all I hear about on a day-to-day basis. I live with him at the moment and it is constantly about cycling.”

Dave described Karl’s recovery journey as a tough one, but sees the Invictus games as a huge achievement for him. “To start with it was pretty rough,” Dave said. “He was at Selly Oak Hospital in Birmingham. Mentally it really didn’t go too well. It was an incredibly hard thing for anyone to deal with but it hit Karl especially. He was told that his arm probably wouldn’t be fully functional ever again. Karl is an outdoorsy type and always active whether it be mountain biking, camping or surfing so that didn’t go down well. His recovery has got easier but it has taken a long time. His mental strength has helped him to adapt. The birth of his son, Zane, nearly five years ago also helped with his recovery. The Invictus Games will provide a huge sense of achievement for Karl regardless of whether he gets a medal or not. It shows how far he has come – physically and mentally – since his injury. He is very much looking forward to competing. I think it’s taken a while for it all to sink in. He has been focusing on the training a lot at the moment.”

Fellow friend Leon, who shared a common interest in mountain biking with Karl, and said he encouraged him to experience road riding. Leon said: “Karl has been an inspiration with my own cycling and encouraged me to experience the joys of road riding when I previously hadn’t given it any serious consideration. He handed me down some kit he no longer needed, and encouraged me to buy a cheap road bike to see if I got on with it. I loved it (and have since upgraded my bike) and this led me to recently completing my first 100-mile ride for which I managed to raise almost £1,000 for the UNICEF UK charity.”

This year’s Invictus Games will be the third to have taken place. The competition took place in Toronto, Canada between September 23-30, where over 550 competitors from 17 nations took part.

## **First Time Winner - Rhys takes the KoM in the Haytor/Widecombe Hill Climbs**



Rhys

Club members Rhys Evans and Ashley Towey staged a very closely fought battle for the ‘King of the Mountains’ title in last Saturday’s Haytor & Widecombe Hill Climbs. For Rhys these were his first ever competitive events.

The 1000h Haytor climb saw Ashley end with less than a 1 second advantage, 14m 14s to 14m 15s after Rhys had had a 16s advantage at the halfway point.

On the Widecombe climb at 1200h, Rhys finished 3rd in 5m 13s which was enough to overhaul Ashley on aggregate who finished in 5m 29s.



Ashley

The Women’s events were both won by 2017 National 25 mile Time Trial Champion, Hayley Simmonds (Team WNT Pro Cycling) who set course records for both events. Her Haytor time of 15m 02s beat the old record of 17m7s set by Jayne Powell in 1988 by over 2 minutes. In the Widecombe climb her time was 6m 9.2s eclipsing the old record of 7m 48.4s set by Wiebke Rietz (1st Chard Wheelers).



The Widecombe climb was won by Andrew Feather (Bike Chain Ricci) in 4m 37s, he only competed in the one event.

The Vet 40+ and 50+ winner of both climbs was the organiser Lee Sanderson in 6m 2s and 15m 56s.

Photos courtesy of Graham Brodie.

Hayley

## **Don Brooks wins Gold Age Group World Triathlon Championships in Rotterdam**

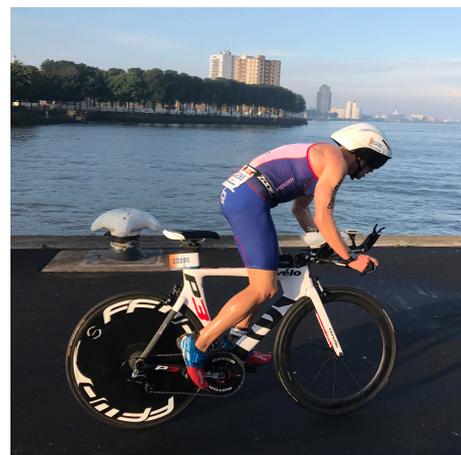


Three Teignmouth triathletes, all members of MDCC, have just returned from the World Triathlon Championships held in Rotterdam, Holland. Donald Brooks, Henry Irvine & Karen Watkins of Teignbridge Tri'ers qualified to represent their respective age groups at this event as part of the Great Britain Age Group Team.

Over the weekend of the 16<sup>th</sup> & 17<sup>th</sup> September Rotterdam was the centre of attention for the Triathlon community hosting the World Series Grand Final for elite athletes. It also hosted the World Championships for juniors, U23's, para-triathletes and age group athletes. Over 800 British age group triathletes, alongside their rivals from around the world, battled both the Olympic and Sprint distance courses all in the hope of securing an elusive World Champion title.

Donald, Henry and Karen competed at the Olympic distance course (1.5km swim, 40km bike & 10km run). With a total field of approximately 1800 competitors the swim took place in the Rijnhaven river basin from which there was a 900m run to the first of the split transitions. The technical bike course consisted of two laps that followed cycle paths alongside the river and had many exposed and narrow sections which required good bike handling skills, this was followed by a two lap run that meandered its way through Het Park, finishing under the gantry on the famous blue carpet.

Due to the number of athletes in Donald's age group, the group were split into two waves starting 7 minutes apart. Setting off in wave two, Donald put in a strong performance on the swim to come out of the water in 1<sup>st</sup> position, he then worked his way through the tail end of competitors from the previous wave during the bike and run. Not knowing his overall position, but knowing that the first wave had a very strong field, Donald kept pushing hard, finishing in a time of 1:56:31, claiming the gold medal and World Championship title. This follows claiming the European championship title in Kitzbuhel early in the year.



Henry also had a split wave start and again started in the second wave. After emerging mid pack from the swim Henry set about gaining time back on the bike, his strongest discipline, putting in a fast bike split and continually working his way up through the field. This put him in a good position going into the run where, again, he showed his strength and made up further places which secured him 4<sup>th</sup> within his very competitive age group in a time of 1:56:36.

Karen put in a solid swim to exit the water with a slight deficit on the race leaders. Karen's wave started later in the day which meant that there were a lot of competitors already out on the narrow bike course, which is Karen's strongest discipline where she showed her strength and cycling ability continually gaining places putting in one of the fastest bike times. Karen finished in 6<sup>th</sup> place within and was the top British athlete within her age group in a time of 2:17:39.

These performance's meet British Triathlons criteria to secure pre-qualification for next year's World Championships which will be held in the Gold Coast Australia.

Don Brooks

## **COLIN LEWIS - MID-DEVON CC (Part 2 1968 - 19)**

We continue Colin's story after his exploits in the 1967 Tour de France.

Unfortunately the **1968 Tour de France** ended for Colin at Roubaix when his frame broke in two places. He could not get service and when he did he was so far down that he could not beat the time limit. An appeal was refused. The only consolations were in the **British Championships** when he retained his title.

On the way to all these rides in the professional ranks he won the **Golden Wheel Points Competition** (a competition for UK based pros) 5 times an amazing run of consistent riding. He had 39 wins.

The Condor-Mackeson team disbanded in 1968 and he joined the Holdsworth/ Campagnolo team, who he was with for 6 years. With Les West, Bob Addy, Geoff Wiles etc. as team mates they were able to see off the best that the rest could offer.

In 1975, aged 36, he was reinstated as an amateur and by 1977 was going really well once more with 38 wins. He won the Totnes-Vire Stage Race with an impressive performance on the final stage around the South Hams that left the rest of the field decimated. After taking the Divisional Road Race title he went with the club to Vire and won over there. This makes him the only person to win both races in the same season. The runner-up in Normandy was a young Marc Madiot. In 1976 Madiot turned professional and won the Espoirs Paris-Roubaix. He won the professional version in 1985 and 1991. He is now the Director Sportif for FDJ. In 1978 Colin retained the SW divisional title.

When his serious competitive riding drew to a close, Colin had totalled about 250 wins in every kind of road and circuit race. An impressive record by any standard! When the purpose made cycle racing circuit opened at Eastway on what was part of the 2012 London Olympic Games site Colin was appointed the manager. He remained there for 3 or so years then returned to his Devon base.

The British Professional team appointed Colin as their **Technical Director for the 1983 Milk Race (Tour of Britain)**. At Easter 1984, on a near perfect morning, Colin set a course record for the Good Friday 40 mile Tour of the South Hams Time Trial. He went around the gruelling route in 1 hour 45 minutes 43 seconds – a time that remains unbeaten to this day.

In 1986 Colin took up the post of **Director of Coaching at the South West Centre of Excellence**. In 1989 Colin was the winner of the final Tour of the South Hams TT with a time of 1 hour 55 minutes 42 seconds.

As years have gone by Colin's work has been centred on getting others to follow his path. Most notably Jeremy Hunt, Yanto Barker, Andrew Parker, Peter Vincent, Peter Georgi and is always on hand to give helpful advice and motivation.

In the early 2000s he was asked to go to the Far East on various projects. One was to China to work with the National squad. Then it was to Malaysia for the Tour of Langkawi. Initially this was to assist with the logistics and more recently to manage the Team Telecom Malaysia.

More recently Colin has had two hip replacement operations. His surgeon at Mount Stewart Hospital just happened to buy a bike from him and regularly commutes between the hospital and home in Luton (near Ideford – not in Bedfordshire). They did a calculation and reckon that Colin has covered over 500,000 miles.

As a British based professional his longest race was from London to Holyhead. This is 260 miles and took 12 hours. His longest day was to get to and from a race in Darlington. This meant leaving home at 10.00; arriving at the HQ for 16:00, raced for 1 hour; came second; got home at 03:00.

## **Cycling USA - Dave Rushton - part 2**

Continuing on from my last article, I'll now cover some other destinations in the USA where you'll find some excellent cycling. You wouldn't necessarily choose to go to any of these cities for a cycling holiday, but please keep in mind that obviously I don't get to choose where I fly, so I've always tried to make the best of any destination with cycling possibilities. You may well one day find yourself in anyone of these cities on a family holiday or business trip, etc. and with a spare half day, you could definitely fit in a decent ride. Very good rental bikes are readily available at various specs, it just depends how much you want to spend.

Having said all that, if you're a mountain biker, you should definitely think about a cycling holiday to the first destination in this article. Marin County may well be the birth place of mountain biking, but Arizona has to be its spiritual home. I'm sure there's also plenty of great road cycling here, but I haven't done any myself so unfortunately I can't really comment on it. My trips to Phoenix usually gave me 2 or 3 days off (as opposed to the usual 24 hours), meaning that with the use of a hire car I could really explore a lot of the different off road riding available. With so much terrain around, a trail guide book is an absolute necessity in Arizona. Below are my personal experiences of mountain biking here, but it's only just scratching the surface of what's out there.

Starting right next to Phoenix on the southern edge of the city is the aptly named South Mountain. You can ride the popular National Trail up and all the way along the ridgeback spine of the mountain, one end to the other or "coast to coast". This is seriously technical single track, I'm talking pucker factor 9 on the cactus infested descent! You'll need full suspension for the way down and be prepared to do some walking on the way up. If you find it's a bit too much, you can "bail" to pavement at about the halfway point. For something a bit less challenging, ride the Dessert Classic Trail along the south side of South Mountain. This is mostly flat single track with some dips in and out of fairly deep dried up river "washes" adding extra entertainment. If you're a real glutton you can combine the two trails into a long loop ride.

Just to the east of Phoenix are the McDowell Mountains. On the western slopes you'll find the McDowell Sonoran preserve and on the eastern slopes is McDowell Mountain park. Both areas offer miles of quiet single track that you can combine into all sorts of different loops with varying difficulties. The west side tends to require a bit more skill with some loose rubble sections and very sharp turns. On the east side, Pemberton Trail offers a smooth easy climb up to your choice of 4 fast single track descents. You can't get lost in either of these areas, when in doubt, just head downhill to civilisation. Both areas are also multi-use so watch out for hikers and horse riders. Within the McDowell Mountain park you'll also find the Cactus Cup race loops. These are mountain bike only trails that you can ride as fast as you want. There's a 6 mile long loop, a 3 mile sport loop and a 3 mile tech loop. If you want twisty carving turns, berms, dips, jumps and fast straightaways, its all here.

Further out of Phoenix, to the north, is the Black Canyon Trail. A little while ago, it was voted the best trail in Arizona by a major US bike magazine, but is still relatively unknown to many of the locals. It's all purpose built single track with some ridge riding and stream crossings along the way. Total distance is about 23 miles out and back with a lollipop loop at the southern end and 3,000 ft of climbing. Just watch out for flash floods roaring down the dried up river bed in late August and September, even if it's blue skies where you're riding! Speaking of summer, Arizona does get extremely hot during those months, so get out early or head north to cooler temperatures at Sedona and Flagstaff.

There probably isn't a more picturesque place in the world to ride a mountain bike than Sedona. On the trails here you are surrounded by the red rock "monuments" such as Bell Rock, Courthouse Butte, Rabbit Ears, Cathedral Rock and Castle Rock among many others. Start in the village of Oak Creek on a trail called the Bell Rock Pathway. Locals call it the "boat ramp" because it literally is the launch point for the best of Sedona's mountain biking. Most of the classic loop rides begin and end here..... and you can ride to it from your motel room door, what more could you ask for? All the trails are well signed, but if you ever do get lost, just look up and use the "monuments" to get your bearings again. Sedona itself is about 4,000 ft high and any portion of a trail that goes above 4,400 ft is considered a wilderness area and is strictly off limits to bikes as is off trail riding below that elevation due to conservation. This is strictly enforced with on the spot fines in excess of \$500 and you're putting yourself at risk of a snake bite..... (I'm not talking about the pinch puncture variety!) Also, once again, these are multi-use trails so don't over do it round the blind bends.



Riding next to the red rocks of Sedona

Continuing north from Sedona is the town of Flagstaff and 3 miles north of Flagstaff is Mount Elden and the Dry Lake Hills. The local riders describe the trails around here as "legend" and I would definitely agree. Start on the Schultz Creek Trail, a steady 4 mile climb leading to various single track trails with fantastic names like "Little Gnarly", "Jedi Loop" and "Lost Burrito". They'll take you back down to the start through the Dry Lake Hills where you can call it a day or head back up for more. For a longer ride you can use "Schultz" as the start of a big single track loop ride around the base of Mount Elden. If you're riding here and feel like you're having an off day with no energy and legs like jelly..... altitude is probably the reason. The trails here start at over 7,000 ft and climb up past 8,000 ft! If you want to ride to the summit of Mount Elden on the fire road, that tops out at over 9,300 ft! Before you start, buy a map from one of the bike shops in Flagstaff as the trails aren't that well signed and don't expect to ride here in the winter..... it'll be under 2 feet of snow.

Getting back to road cycling,..... you may not have thought so, but Texas is actually very cycle friendly. (Pic right, 'Big Skies & quiet roads in Texas hill country) I've managed to ride some enjoyable routes near Houston and Dallas, however Austin is definitely my favourite Texan cycling city. The routes around Austin aren't particularly exceptional, but the cycling culture is! The roads here are always full of a multitude of different cycling clubs. They're always extremely friendly and never hesitate to invite me to join them. You will always find a group ride here to suite your ability and the local bike shops are always happy to help you with finding one. Austin's infamous son "Lance" must have had huge influence on the popularity of cycling here. His bike shop, Mellow Johnny's (Maillot Jaune), is definitely worth a visit. It's full of some very cool cycling gear, although it certainly



isn't cheap. You can also see some of Lance's original Tour Trek bikes and framed yellow jersey's from each of his "Tour wins". A lot of the club rides start and finish at MJ's so turn up early, have a look around and grab a pre-ride coffee from the in store cafe, Juan Pelota's. (I'll let you work out the inspiration behind that name!) Rides from Austin are generally flat to the east, hilly to west in "Texas hill country" and a bit of both if you head north or south. Wind direction is usually the most influential factor when deciding which way to go as it can be a bit brutal at times in Texas. I can highly recommend hooking up with one of the local club rides and let local knowledge guide you. If you do want to ride solo, Garmin heat maps will show you the most popular routes along with Google maps to help find the cycle lanes. The best time of year to ride is from late autumn through to late spring when Austin is usually dry with warm days. Avoid the summer months when the heat is extreme!

Staying in the south and next on my list is Florida. Tampa Bay and Orlando are both good for riding. Tampa is probably slightly better as you can get out to the quiet country roads faster than Orlando with its larger urban sprawl and endless traffic lights. All the cycling here is completely flat, the highest point on your ride will probably be a freeway overpass! Again Garmin heat maps and Google maps are very useful for putting together a route. I've also joined a couple of friendly club runs from Tampa on a weekend. Rides over the bay on the causeways to Clearwater are very popular and some routes, from both cities, will take you out into the central Florida swamps..... but don't worry, they're actually wildlife preserves so it's not as bad as it sounds. The roads are all in excellent condition and there's plenty of civilisation around, although I've never quite got used to riding past alligators basking in the sun! (Hope you've got your sprinter's legs ready? Just in case.....) Like Texas, the winter months are best for riding. Summer is hot, humid and filled with torrential thundery downpours.

Moving north, the mid Atlantic cities of Washington DC, Philadelphia and New York all offer some excellent cycling, even from the city centres. Washington has a number of old railway lines that have been converted into traffic free paved cycle paths or trails. My favourite ride here starts to the west of the city in Tysons, where the crew hotel is. From there I jump on the nearby Washington and Old Dominion (WOD) Trail and head west for about 23 miles out to Leesburg where the roads are much quieter in the Virginia countryside. Now take North King St and the James Monroe Hwy north to Whites Ferry Rd and Whites ferry. This is the first place you can cross the Potomac River after leaving Washington. Last time I did it, the cost was \$2 for me and the bike. On the other side of the river is Maryland. Stay on Whites Ferry Rd, heading east to Poolesville. Turn south on West Willard Rd and then east again on River Rd. You'll be on this road a good few miles with the river just to the south. At the town of Potomac, River Rd starts getting busy, so turn south on Falls Rd and then east yet again on MacArthur Blvd. Near the town of Brookmont, at around mile 65, join the Capital Crescent Trail. This is easy to miss as it crosses under the road you're on. Now you can ride almost traffic free right into the centre of Washington and past some of the cities famous monuments. At the Lincoln Memorial, cross back over the Potomac River and then I take the Mt Vernon, Curtis and WOD trails back to Tysons. If you're staying in central Washington, you can start and finish at the Lincoln Memorial. This is a long ride at almost 90 miles, but there's not too much climbing (around 2,500 ft) and there are plenty of places for a coffee and cake stop along the way.

Philadelphia has a lovely ride that runs alongside the Schuylkill River. Starting downtown, simply head northwest along the Schuylkill River Trail. There are places where you will have to join a road, but as long as the river is on your left you can't go wrong. At the end of the trail is Valley Forge National Park. This is where George Washington camped his troops through the winter while the British occupied Philadelphia during the American War of Independence. Many of them died in the harsh freezing conditions as they were very poorly equipped. It's an important part of US history so have a look around the visitors centre and an easy spin around the park. When you've finished, retrace your ride back to Philadelphia. It'll be about 50 miles in total.

New York is a frightening place to ride a bike, but you still can enjoy some cycling here. The Hudson River Greenway is a cycle path that runs up and down the west side of Manhattan next to the river. If you're starting in the downtown areas, the worst part is getting there. Ride very defensively and carefully as vehicles, pedestrians and other cyclists seem to come at you from all directions. Of course, you can walk your bike there as well. Once on the path head north and cross the river on the George Washington Bridge to New Jersey. On the other side, turn left on the bike path and then left

again on Henry Hudson Dr. You'll now be back down by the river heading north under the bridge. Continue north for as long as you want using Henry Hudson Drive, North Rte 9W, Ferdon Av, Piedmont Av and River Rd. I usually stop at the town of Hyack for a coffee and cake at the cycle friendly Runcible Spoon Bakery (much better than Starbucks) before turning back to New York. Ride distance to Hyack and back is just under 60 miles. For a quick spin staying in Manhattan, head to Central Park. A cycle path runs all the way around the park in the middle of East and West Drives. Wait by the path a few minutes and eventually a chain gang will come past. Hop on the back and do as many laps of the park as you like. If the pace is too fast or slow, pull off and wait for the next group, it won't be long before you find one to suite. It's all very informal, riders just turn up and join in. Make sure you take your fair share of turns on the front though!

That's it for my experiences of the the USA. Next issue I'll take you to the Middle East, Far East, South America and South Africa.

Again, if you would like any additional information about any of these rides or the GPX files, please contact me through the club or look me up on Strava (I'm David Rushton, Tiverton).

## **GB's Great British Bike Bash #2 - Graham Brodie writes.. Newton Abbot to Mull and back - part 1**

It had been a while since I had done a decent UK Tour, so 6<sup>th</sup> May I set out on a pre-planned journey to reach Mull, and Ardnamurchan on the mainland, as two places I had missed on previous tours.

### **Day 1 - Newton Abbot to Cheddar.**

Day 1 was to Cheddar estimated at about 80miles. At midday I was still at home fiddling with a rear mech. That was refusing to behave. Having checked hangers etc. for problems, I eventually pulled off the mech which turned out to be twisted on it's pivot, and quickly threw on a new one, and headed off into the lanes bound for Shaldon into a stiff headwind.

Over the Teign and along the coast I was soon into Exeter, and passed Stoke Canon and into the lanes before the main road to Tiverton.

Coffee stop was Costa in Wellington, a popular caffeine station on Audax rides. After Wellington I turned off through Nynhehead and got onto the Canal path which took me through Taunton and out towards North Curry. At Burrow Mump I had to stop to photograph the moon rising beside the church, very atmospheric. Shortly afterwards I spotted Jamie Andres cycling the other way. It was starting to get dimspy by the time I got to Wedmore still with a headwind and I finally rode into Cheddar at about 9.40pm with 98.5 miles on the clock, 1612m climbing.



### **Day 2 - Cheddar to Longtown**

The YHA breakfast in the morning was excellent. I set off via the Strawberry Line to Clevedon, where I stopped for coffee after a ludicrous 2 mile circuit following the signs for the sea front!

On through Portway and Pill to the Avonmouth (M5) bridge where the 9 speed rear gear had turned into an 8 speed.

I managed to negotiate the few miles through Avonmouth through what seemed like miles of broken glass with punctures, and crossed a very windy severn bride. Climbing out of Chepstow the rear gears were now 7 speed, and at Tintern a loud crack announced the failure of the rear gear cable. I was stopping there to eat my lunch anyway so limped the last few yards to the car park, and fettled the gears and ate lunch



Arriving at Monmouth at 5pm the traffic was complete chaos, I managed to wind my way through most of exchanging only a few words that may have sounded Welsh, and soon I was climbing the hills towards Cross Ash and over to Longtown on the Welsh borders. Ron (Brierly) and Anthea had cooked up a lovely Lasagne for me, and Ron & I visited one of the local pubs which was deserted apart from a couple of interesting local characters. 80.8 miles, 1528m climb.

### **Day 3 - Grosmont to Shenstone (Lichfield)**

After a brief visit to the

Castle at Longtown, I bade farewell to Ron & Anthea and heading through the lanes to Bridge Sollers, one of the few places to cross the Wye, and onto the beautiful village of Weobley for coffee and cake.

It was a fairly straightforward run to Ludlow for a lunch stop, and then on through Bridgnorth, my first visit to the very attractive town. From there I headed east into unknown territories, the outskirts of Wolverhampton and Birmingham. I got caught up in a few traffic snarl ups, and got into a bit of a fight with my Garmin which insisted on trying new things, but eventually found a canal route through Warsaw, and climbed past the canal lock gates into the town of Walsall and found a route through the lanes to Shenstone south of Lichfield, where I stayed with friends Rob & Karen who had also cooked me an excellent lasagne. 98.5 miles, 1612m climb.



### **Day 4 - Shenstone to Slaidburn ( Forest of Bowland).**

At 8.30 I bade farewell to Rob & Karen and set off through lanes to Lichfield, a beautiful city with a twin spired cathedral.

I then continued North on quiet roads through Uttoxeter, and Alton. Heading around the back of the amusement park was weird, riding up a long hill through the forest, with distant crashes and screams, it sounded like people were being attacked in the woods.

My worries about getting through or around Manchester evaporated after I went through Stockport, and got onto some canal paths and cycle trails, and eventually on the Manchester ring road which goes past the National Cycling Centre, and has good segregated and fast cycle lanes.

The miles were clocking up as I headed towards Clitheroe, and started the long climbs through the Forest of Bowland. The scenery was stunning but most of the buildings and old villages derelict. It was dusk by the time I arrived at Slaidburn, but luckily the "Hark to Bounty Inn" was still serving food, and Old Peculiar. 117 miles, 2070m climb.

### **Day 5 - Slaidburn to Carlisle.**

I'd met up with a chap called Charles at the Youth Hostel who was doing the End to End. As he was heading in the same direction we set off together in the morning with more long climbs out of the village. Rain clouds were gathering but we got to Wray for coffee and almost reached Carnforth before the rain started. We stocked up with food at the local supermarket, and after a few miles we parted with him heading North West towards Windermere, and I continued North to Kendal and began a battle with some steady rain as I climbed the steady gradient to Shap.

I was scheduled to meet Kate at Carlisle so sped on through Penrith and got a good pace going on the last 12 miles into Carlisle where I met her at the Travelodge in the town at 7.30p.m. 86.2 miles, 1885m climb.

### **Day 6 - Carlisle to Wanlockhead.**

The weather was looking less than clement this morning, but after a continental breakfast we set off around the one way system in search of the cycle route out of the city. After 5 minutes we had an absolute deluge, roads flooded, manhole covers popped up so we made a mad dash in the wrong direction! The rain receded and we found the quiet route out of the city, after going through a housing

estate into some very pleasant green lanes which took us virtually all the way to the bridge over the Solway Firth.

Heading towards Gretna (nothing to see there!) we turned off left and followed the coast road through Annan and stopped at the "Porridge Museum" for coffee. It was an interesting place recently put up , with all the history munitions factories in the area.

It was a breezy ride with a few showers and we stopped for more sustenance in Dumfries before heading out in search of historic "Broodies", eventually finding the villages of Dunscore and Throughgate where great great grandfathers originated from!

We pressed on and through the grounds of Drumlanrigg Castle heading towards Mennock, and then after a couple of miles of main road turned right and headed up a misty Mennock pass to the highest village in Scotland at Wanlockhead. The Youth Yostel is now closed so we had booked into a sort of glamping pod thing which ended up being more of a garden shed with a mattress in it.

After a haggis supper and a shower which was a peculiar set up in the men's loos, we enquired about use of the bathroom overnight, and were told we'd need to walk into the village to the Tourist info. So we retired to the shed with a couple of slices of generously donated brown bread which was for breakfast! 77.2 miles, 1255m climb.

... to be continued. ( For GBGBBB1 and other UK rides checkout [www.cyclegb.org](http://www.cyclegb.org) )

## MDCC Committee Corner

**The Committee would like to make all members aware that you are invited to sit in on their meetings at any time. If you would like to raise a particular issue for discussion you would need to contact the Secretary, Annette Dentith at [info@mdcc.org.uk](mailto:info@mdcc.org.uk) with the details preferably a couple of weeks before. All meetings (unless otherwise stated) start at 1930h at Teigngrace Community Hall, School Road, Teigngrace, TQ12 6QS.**

Meeting dates: Monday 30th October 1930h, Chudleigh Knighton Village Hall, Monday 11th December, Chudleigh Knighton Village Hall.

2018 AGM - Saturday 6th January at Stover Golf Club, 1830 for 1900h start.

The current committee comprises:

Andrew Perkins Secretary	Chairman	Max Vautier	Vice Chairman	Annette Dentith	
Mark Sanders	Treasurer	Shani Adams	Pete Adams	Colin Lewis	
Liz Crawford Sportives	Membership	Mike Gratton	Road Racing	Jamie Horton	
Paul Martin	Newsletter	Liam McGrath	Welfare Officer	Sue McGrath	Social
Conrad Moss	Time Trialling	Andrew Parker	Young Riders	Ken Robertson	
Nick Roach	Off Road	Vacancy	Women's Officer		

## Club Secretary Vacancy

Annette Dentith has indicated that she will need to stand down from her Club Secretary role at the end of the year. The details of the role as set out below, if anyone is interested or would like to discuss the role, please contact Andrew Perkins, Chairman at [ashgp@btinternet.com](mailto:ashgp@btinternet.com)

Club Secretary Responsible for:

- Call meetings of the Club Committee as required by the Chairman
- Producing an agenda for these Committee meetings & circulating it to all Committee members

- Taking the minutes of these meetings & circulating it to all Committee members
- Answering any pertinent correspondence on behalf of the club (includes receiving e-mails and then sending them on to the most appropriate person for an answer)
- Maintaining a general page on the club web site
- Giving notice of the Annual General Meeting to the membership
- Presenting a report at the AGM
- Assisting the Chairman as and when required

## Young Riders - Reuben Renton Reports

I have really enjoyed the South West Series of Circuit Races this year and am sitting in a good position in the Regional league. I want to compete in the South West Cyclo Cross league which starts in September and decided that as it's a more technical discipline I would try a Mountain Bike race to get a feel for it. I hadn't entered a Mountain Bike Race since I was 10 and was a little nervous but I have been putting the work in so I knew I was fit enough. The weather was terrible – Haldon Forest was like that “Gorilla’s in the Mist” film – it was a dark, rainy and overcast evening with blustery wind.

My category is Juvenile (under 14) and we were gridded alongside the adult men and women, which was the first time I have been in a mass start. There were plenty of Juvenile and Youth (under 16) riders as both categories were competitive and there were 20 adults.



I started right at the back which was a mistake but got off to a good start – it was a climb up a fire road and I used this climb to pick off quite a few adults and Youth riders. Then we were on the course itself which was 3 20 minute loops. There were some really technical features – rock gardens, rollofs, some slippy downhill and rooty sections and some steep fire roads. I had started well and was in the middle of the field and was gradually picking my way through from the middle of the pack. Towards the end of the first loop I passed my dad by the rock garden who told me I was first for the Juvenile category. That spurred me on and I stepped up the pace for the second lap. The rain was getting heavier and heavier and the course more and more slippy as it was also churned up by the riders. I slipped off at one point and some ‘kindly’ spectators moved a log onto a drop off which wasn't there on the previous lap. However I got straight back on again.

I knew it was a good day when I lapped one of my category's foreign riders who was decked out in all the downhill gear. I also got past the lead Youth rider towards the end of the last lap. Whilst he was in the category above, I still decided to race him as it would be good to beat all the under 16s even though I am 13! We raced up the steep fire road climb towards the finish but he had a single chainring and could deal with the gradient but my double found it harder so I hopped off and ran the steepest section Triathlon style before getting back on again. He had opened up a small lead but I pedalled as much as I could and almost closed the gap. He was about three metres in front as I saw the finish flag but I ran out of road and he finished just in front of me.

I was pleased to win my category this time time of asking but a bit disappointed not to beat the under 16s, but I will have another go !

Haldon Mountain Bike XC Summer Series – 6<sup>th</sup> September

I raced the last race in the series, having managed to get on the top step in the first race in July. This was a tougher race in terms of competition but the course on the first race was much more technical and challenging, but I wanted to get on the podium again.

Each lap was about 15 minutes riding - after I finished my recce lap we headed down to the start – as usual the start was a mass sprint up a fire road past the commissaries and spectators and then headed into the trees for the technical part of the course.

The first lap was a tough pace as I focused on holding my position and started picking through the pack, most adults. The course was a 15 minute lap and included rock gardens, ramped log jumps, drop off, fast down hill sections and steep grindy hill returns so a real mixture. Steve had fun designing that one!

There was an 'A' and a 'B' lines on the downhill sections and this was a real tactical choice - you could ride down hill on the 'A' line which was quicker but more technical and challenging and the 'B' line was longer but a safer choice. I rolled the dice and chose the 'A' lines.

As the race neared the end the light completely faded and we were left racing in pitch black with our dim lights, I had a good front set but ideally I would have a set of lights on my helmet so when I looked at the corners I could see the apex better.

I had one chain mechanical. I then started picking off more riders who didn't ride with lights and who had started to slow down. I saw a couple of riders pushing their bikes as they had no lights!

On the last lap I was feeling good and pushed on harder, gaining many places and pushing to gain second place and tried to hold on. We battled on the last lap and by the end of the race I held my second place but could not touch Harry Birchall's first place – he had a great ride and that's why he is the national champion. Coming second to Harry was a good result.

I'd encourage everyone to give this series a go – but take good lights!



## Sportive Committee

We are nearing the busiest part of the year with only the Lands End 100 trip coming up this weekend.

The two other events this month have been a great success despite the negative aspect of last minute drop outs.

### Tour of Britain Ride - 75 miles - 17th September



We based this year's ride on the 2014 ToB route and joined the official route at Bovey Tracey to ride to Tavistock, then diverted slightly to use the cycle path along the Granite Way to get to Okehampton. After a very painful cafe stop at the station, not to be recommended, we then returned back via the well used Sticklepath, Whiddon Down and Bovey route.

Some 30 plus riders took part in what effectively were C, D, F & G (new labelling) riding groups. We were totally blessed with the most perfect day which was just as well because the first 24 miles were punishing, Haytor first, Ponsworthy second then Dartmeet for good to measure then up to Princetown. The total climbing for the whole route was around 6500'.

After Princetown riders could really appreciate a spectacular route on the run west of Princetown to Tavistock. A very good cafe stop at the Eastgate, the only cafe open Sunday morning then the run

along the Granite Way, the old railway line to Okehampton over spectacular viaducts and traffic free riding.

All completed a tough course in very good time with the last group finishing by 1630h despite the overlong lunch stop.

We were greatly indebted to Jamie, Chris & Phil who supported and encouraged us throughout. Fortunately we had need little need of their services.



## Exford YHA Weekend

One week after the ToB ride saw another fine weather event with 20 plus riders forming 3 groups ably supported and encouraged every mile of the way by Jamie and Craig who had done all the route planning.



Day 1 was a very tough and hilly course out through Dunsford and onto Crediton for a very good cafe stop after nearly 30 miles. Lunch wasn't too far away in Witheridge at a very nice pub with good food. The weather was good enough to sit outside at both venues.

After Witheridge there was some wonderful stretches especially across Exmoor then some tough bits, 20%+ hills to finish at Exford. The fastest group had downed about 3 pints by the time the last group arrived at around 1730h but hey who cares.

The youth hostel was good but sharing with 6 to a room with bunk beds is never conducive to a good night's sleep. However the pub across the road served great food, reasonably priced, for both dinner and breakfast and their service was first class.



Day 2 involved a much flatter route back. The first part involved some climbing across Exmoor but once we arrived in Dulverton we followed the river down past Bampton then onto Tiverton and then to Exeter. The different groups then took varying ways back to Abbotsbury with some doing the Old Haldon Road and others coming back over

Longdown. Whichever way was used all groups were finished by 1500h after some great riding. Not even sure that there was even one mechanical!



Jamie Horton, Phil Stocker and Paul Martin

## Social Committee

This committee have also just completed their busiest time of the year with 2 major events and one to come at the end of October.

### **Bike Treasure Hunt and BBQ - Saturday 19th August.**



Nearly 90 people including around 30 children in many family groups turned out for this event on a less than ideal day but fortunately there was only a little rain around the start time. Expertly organised by Pat, the riders attempted 5, 10 or 15 mile routes each with a series of questions to be answered en route.

The event was kindly hosted by Pete & Shani Adams and it's a pity that they suffered more mechanicals than almost all the others put together. However, there was still

plenty of food available on their return.

All children received a completion Certificate and a Goody Bag with prizes going to the best set of answers for each ride distance.

The event was a great success and many were asking whether it would be repeated next year, watch this space!



### **Quiz Night at Stover Golf Club - Friday 29th September.**

55 people turned out to make this event another success. 30 of whom went home with prizes.

There were 12 teams of 4 or 5 answering 6 rounds of questions including 2 music rounds.

The venue proved to be first class and the food and club staff were excellent and instead of choosing what we thought would be one choice out of 5 main dishes people were able to serve themselves and try all the dishes. There was no shortage of food either. Desserts was served to the tables from a list of 4 choices.

The feedback has been excellent and future quizzes are guaranteed.

The team winners were '345 Years Young' ably led by Ken & Ann with support from Mike, Michele and John Styles, scoring 77%. Who can displace them in the next quiz?

### **Sunday 29th October - MDCC Club Runs for a free Coffee and Cake break at The Grosvenor Hotel, Torquay.**

This is a free coffee and cake event linked into the normal club runs. The A, B & C groups are asked to plan their arrival for 1045 to 1100h. The D, E and F groups for 1105 to 1120h and finally the G & Social groups to arrive for 1120 to 1135h. **Ride co-ordinators please note.**

Bikes will need to be left at the back of the hotel but we will have marshals directing as needed. Riders will also need to remove their footway on entry to the hotel.

## Bike Maintenance Courses

We have just completed our 3rd course this year thanks to the efforts and support of Simon at Colin Lewis Cycles. Another 6 people benefitted from Simon's expertise in a small group environment with 'hands on' experience.

Pat Ash, Linda Simpson, Phil Stocker and Paul Martin

## Sportive, Audax & other events Calendar for 2017

The following list is not all inclusive and concentrates on a travel distance within 100 miles to access the event.

Entries/information available via [www.britishcycling.org.uk/events](http://www.britishcycling.org.uk/events), [www.aukweb.net/events](http://www.aukweb.net/events), [justevents.org](http://justevents.org), [www.ukcyclingevents.co.uk](http://www.ukcyclingevents.co.uk)

Sunday 29th October - Audax - Dartmoor Devil - 100km, Bovey Tracey, 0800h & 0900h, £10

MDCC Club Rides - October - December 2017			
F - 50 miles @ 13/15 mph, G - 40 miles @ 12/14 mph, S - 30 miles @ 10/12 mph, SS - 35 miles @ 11/13 mph			
Date	Ride	Destination	Leader
7th October	SS	Coffee Cellar, Exeter Quays	Nick Roach
8th October	F	Exmouth	Simon Fryer
8th October	G	Chagford	Dave Wood
8th October	S	Central Cafe, Moretonhampstead	Mark Phare
14th October	SS	Harvey's, Chudleigh	Louise Swann
15th October	F	Exeter Quays	Kevin Loader
15th October	G	Exeter Quays	Paul Martin
15th October	S	Buckfast Steam Railway	Mike Radant
21st October	SS	Exeter Quays	Mark Whalley
22nd October	F	Crediton	Dave Long
22nd October	G	Wrangaton	Ken Robertson
22nd October	S	Walled Garden, Dunsford	Mark Phare
28th October	SS	China Blue	Jim Black
29th October	F	Grosvenor Hotel, Torquay	Viv Crees
29th October	G	Grosvenor Hotel, Torquay	Shani Adams/Pete Adams
29th October	S	Grosvenor Hotel, Torquay	Jill O'Neil
4th November	SS	Blackpool Sands	Rose Parkhouse

MDCC Club Rides - October - December 2017			
F - 50 miles @ 13/15 mph, G - 40 miles @ 12/14 mph, S - 30 miles @ 10/12 mph, SS - 35 miles @ 11/13 mph			
5th November	F	TBD	Dave Gow-Smith
5th November	G	Brixham	John Cooper
5th November	S		Karelyn & Gemma Franke
11th November	SS	Strand Cafe, Shaldon	Louise Swann
12th November	F	TBD	Dave Long
12th November	G	Bernavile Nurseries, Exeter	Jim Black
12th November	S	Buckfast Abbey	Mike Radant
18th November	SS	Ashburton	Mary Stocker
19th November	F	TBD	Angela Hanks
19th November	G	Widcombe	Eamon Crowe
19th November	S	Central Cafe, Moretonhampstead	Celia Atherton
25th November	SS	St Bridget's Nurseries	Jim Black
26th November	F	Woodleigh Coach House, Cheriton Bishop	Paul Woolgar
26th November	G	Woodleigh Coach House, Cheriton Bishop	Archie Butler/Angela Hanks
26th November	S	Brixham	Rose Parkhouse
2nd December	SS	Haytor	Simon Fryer
3rd December	F	TBD	Peter Mason
3rd December	G	Haytor Vale	Paul Martin
3rd December	S	Powderham	Mike Radant
9th December	SS	Clystère St Mary	Andy Styles
10th December	F		
10th December	G	Exeter Quays	Rose Parkhouse
10th December	S	Buckfast Steam Railway	Mark Phare
16th December	SS		
17th December	F		
17th December	G	Cheriton Bishop or Mince Pie Ride	Martin Nurse
17th December	S	Mince Pie Ride	
23rd December	SS		
24th December	F	TBD	Dave Long
24th December	G	TBD	Paul Martin
24th December	S		
30th December	SS		
31st December	F		
31st December	G		

