



Newsletter March 2024

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CHANGE IN THE AIR

At the last AGM, the role of Chairman that has been vacant since Gavin Middleton stepped down - with General Secretary Colin Lizieri doing double-duty in Committee meetings - found a



successor. Our new Chair is Heather Williams. While new to the role, Heather isn't new to the club, having been a member for close on 30 years. Nowadays, Heather's cycling is primarily club runs, a couple of trips to Mallorca each year and some regular doses of Zwift but in the late 90's and early 2000's she was a regular on the TT circuit, chain gangs and the occasional road race while racing on the professional Triathlon circuit. Heather's involvement in elite sport hasn't been solely as an athlete and she's spent the last 20 years leading performance and talent programmes across Triathlon, Canoeing and now Hockey. She was Performance Director at British Triathlon between 2006 and 2012 working closely with many of the top triathletes including the Brownlee brothers and local Olympian Will Clarke and now works for England Hockey, overseeing their junior development programmes.

As will be apparent, the Club sets a high bar in terms of experience and qualifications for leadership roles in its committee, so when the Grosvenor Professor of Real Estate Finance at Cambridge University (a.k.a. Colin Lizieri) - having become the *Emeritus* Professor of Real Estate Finance - announced his intention to step down from the role of General Secretary after several years of distinguished service (in both roles), the search was on for a suitably qualified successor.

Fortunately, an Associate Professor in the Department of Archaeology was available.

With a skill set highly appropriate to the age profile of the membership. Susanne Hakenbeck has stepped into the role and introduces herself below:

I started road cycling in 2020, during the first lockdown, having spent many years rowing competitively, and I very quickly got hooked. It was such a great way to get out and explore the countryside during the pandemic.

That summer, and pretty much on a whim, I decided to cycle from Cambridge to my hometown in Germany (Erding, home of the Erdinger wheat beer). This tour gave me such a sense of freedom. I loved seeing the landscapes change around me and I enjoyed tasting the food and drink along the way. It was addictive.

To get my fix I started exploring Audaxes. The following summer I did my first 600 km Audax, from Munich to Ferrara, crossing the Alps in a day. The year after, I set my sights on London-Edinburgh-London. Traversing the country during five hot days that August, even now still seems like a dream. It was disorientating and exhilarating at the same time to cycle down King's Parade on the return leg.



Last summer, my friend Anna (who will be known to anyone who rides with ELSR) and I then decided to ride the Northcape 4000 bikepacking event. We started in Turin in Italy and 23 days later arrived at the Nordkapp of Norway, going from 45° 4' 45" N to 70° 58' 41" N. It was a wild ride. Heat, rain, punctures, more rain, reindeers, forests, rain again, but we got there in the end.

In between these events, the CCC club rides have been a constant. I learnt so much from other riders and the Sunday rides have motivated me to go out and keep training in the miserable winter months. I'm very keen to encourage others into the joys and tears of long-distance cycling. Who wouldn't want to cry into a squashed sandwich at 5 am, looking up train stations to get home, only to feel top of the world a few hours later?

ANNUAL DINNER

James Ward reports

CCC Annual Awards Dinner at Selwyn College.

The Club packed out Selwyn College for our Annual Dinner and Awards Ceremony 2024. The evening was kicked off by Ramona and Bev, our Social Secretaries, who took great delight in some enthusiastic College gong playing.

Thanks were given to various members of the Club, including the Committee who have worked so hard to keep things moving this year. As the food began with the starters, conversations were split. As in most club dinners, talk in half of the room was about cycling and the other half about preferably



anything other than cycling,

including horses and accidental self-immolation, but finally inevitably turning back to the intricacies of wheelies versus “mannies”. More and more courses of excellent food were brought out over the evening, and finally the prize

presentation began, hosted by one of our longest-serving Club members and Committee Chair, Heather Williams. We were reminded of the history of the trophies, many going back to the Second World War era or even further, and each with many a story to tell. Some winners of multiple trophies practised their juggling skills, and a few brief ‘Oscars’ acceptance speeches were given. The evening finally turned back to food, coffee and chocolates and more conversations “not about bikes, honest guv”. An excellent event with top-notch food, atmosphere and a chance to meet a bunch of new people. A very big thanks to Bev and Ramona for organising it so well.





Some of our winners – including a joint Club Person of the Year award to Ramona (who gets the cup and Colin, who has to make do with the plinth (bottom right)).



A full list of 2023 trophy winners and all past winners can be found on the club web site at <https://docs.google.com/spreadsheets/u/0/d/e/2PACX-1vSjbsTSu6tDhSmtMjbrETmc6Rn149EwdUNulrmkW3nHKWqCGNalvQReW-xGEW1MFowla7wukgDafWN/pubhtml?pli=1>

CLUB RUNS

club runs captain Will Lockhart reports

Club runs continue to be a popular club activity. On a recent weekend in late February, on a fairly chilly morning, there were upwards of 40 riders at Addenbrookes, split across five groups. I get the impression all of the groups generally manage to get respectable numbers most weekends. It's extremely heartening to see some of our junior riders making their way up through the groups and we now have two juniors regularly riding with the Sporting group. Club runs are also the reason many new riders have for contacting the club - perhaps a couple of new contacts each week on average. The new riders slot into all the groups from Touring through to Sporting+; Touring report that most new riders tend to move up a group, but that's also true in other groups too - most people new to the club are probably conservative when estimating their pace.

I'd like to take this opportunity to thank the group organisers and individual ride leaders who continue to devote time and energy to keeping the rides going. A lot of work goes on behind the scenes to make these rides happen.

We've mostly escaped extremely cold weather and snow or ice this winter, at least so far. Unfortunately in their place, we've had exceptional amounts of rain. I'd say that on the whole, the rain has not fallen heavily on Sundays,



but even so, flooded roads have been an additional hazard to contend with for much of this year to date. The guided busway path looks likely to remain flooded for some considerable time to come, and the Lower Road between Fenstanton and St. Ives has been

flooded at times, making it difficult to get to St. Ives by bicycle at all. Flooded roads are likely to remain a distinct possibility for a while yet, so if you're out on a club run, be prepared to expect the unexpected! You could also watch Terry's Five Minute Velo video on riding through flooded roads here: https://www.youtube.com/watch?v=RNkVRLTx_XY

The experience of finding that the group you're riding in has split into two is a common one. If you're in the front group, you may find yourself wondering why it's taking the trailing group so long to catch up, even if you're soft pedalling, whereas if you're in the trailing group, even though you're riding harder to try to close the gap, it's coming down very slowly and you may doubt that the leading group has even tried to slow down.

If you think about it in terms of relative speed, you can see how both points of view can both be true. Imagine the leading group is 100 metres ahead of the trailing group - not a very large gap - and that the trailing group is riding 1km/h faster. It's going to take 6 minutes to close that gap. Increase the relative speed to 3km/h (almost 2mph) and it's still going to take 2 minutes to close. The relative speed needs to be 6km/h (nearly 4mph) to bring it down to a minute. This applies regardless of the absolute speeds of the groups. If the gap was 200 metres, the times would be 12 minutes (at 1km/h), 4 minutes (at 3km/h) and 2 minutes (at 6km/h). The



fastest way to regroup is for the leading group to slow down as much as possible. If the leading group stopped, it would only take a handful of seconds for the trailing group to catch up - even at 20km/h, you travel 100m in 18 seconds. Completely stopping may be counterproductive - the group naturally splits a bit as people restart, clip in etc. - unless the gap is very large, but to close the gap quickly, the bigger the difference in speed between the two groups, the quicker the gap will close.

As we move into spring and summer, it would be nice to see a little more variety in our club run offerings. Quite a few members have asked about gravel rides, and another way to add some variety is to either drive or take the train to find some less familiar roads. The best way the club can help out here is either advice on routes or areas to ride in, and to help put like minded members in touch with each other. I haven't done any gravel riding, so it would be good to hear from those who have suggestions for good routes, or who would be prepared to lead a gravel ride. Email me at clubruns@cambridgecc.co.uk with any suggestions or questions.

THE TUBELESS CONUNDRUM NEIL DYSON

If there is one subject that gets cyclists debating it is the switch to tubeless tyres. A lot of people have tried and rejected them and some swear by them. Full disclosure here - I swear by them but I'll try and be honest about both sides of the argument.

First of all, the history of tubeless is important to consider. Before they were commonly used by roadies they were the domain of mountain bikers and this is where one of the initial problems occurred. Mountain bike tyres run at much lower pressures and at those lower pressures punctures seal much more easily. The issue is the latex sealant. Some sealants developed for the lower pressures of mountain bike tyres just do not work with higher road bike pressures.

Personally, I tried Stan's and Continental with limited success but I have settled on Stan's Race sealant which has very fine particles in it and is designed specifically for road tyres. Silca Ultimate is another one that's been successful with road tyre pressures.

Early adopters converted traditional wheels which may have worked with mountain bike wheels but was difficult with road wheels, again due to the higher pressures involved. It is therefore essential to use tubeless ready wheels and tubeless tyres. Finally the tyre and wheel design has improved immensely. Early versions of tubeless tyres could be a nightmare to get



on the rims and early tubeless rims caused this problem too. Thankfully the latest kit has all but solved this problem - particularly hookless rims (although they have their detractors too, a debate for another time)

The wrong sealant? (left)

Tubeless tyres work by having a sealant inside that squirts through any punctures and seals them. This can occur whilst riding and you don't notice you've had a leak until you get home. With larger cuts it is necessary to insert a rubber 'worm' or Dynaplug into the hole which reduces its size and allows the sealant to seal said hole. If that fails then an Inner tube is required, but putting one in can get messy by the roadside with sealant in the tyre going everywhere.

So how does all this work in practice? The set up requires workshop time which I appreciate is not everyone's cup of tea. The wheels require tubeless specific rim tape which the manufacturers usually fit but it is necessary to sometimes replace this tape. I

had to do this recently after popping an Inner tube in whilst abroad and unintentionally making the hole in the rim tape where the valve goes through too big. However changing rim tape is not something I've had to do regularly - perhaps once every couple of years.

As with sealant not all Tubeless rim tape is up to the job. I've found both DTSwiss and Stan's work for me. Getting the sealant in can be messy; mountain bikers can squirt it in through the valve with the valve core removed but road bike sealant just clogs the valve, so the way to do it is to unseat the tyre and pour it in (about 40-50ml is required). A top up/refill is then required every 4 months or so.

Getting the tyre back on can be tricky with older set ups which makes this procedure a hassle. With hookless rims I find I can get the tyre back on without using levers and a top up/refill takes about 10 mins per wheel, although with some older DT Swiss wheels I admit I've ended up with sealant all over me and the kitchen floor.

Finally getting the air in can be an issue. The tyres need to be seated on the rims with an effective seal. They pop on with a series of satisfying loud cracks when inflating (which is going to scare your pets). Most tyre/wheel combinations require a blast from a tubeless specific track pump which has a high pressure cylinder that forces the air in faster than you can pump it. With the aforementioned DT Swiss wheels that hasn't always worked and I've needed to go to my local bike shop for a blast from an Air compressor. However, with my hookless rims I can inflate and seat the tyres with a standard pump - even a mini hand pump works. Again, the latest technology has improved the whole tubeless set up immensely.

So with all this hassle why go tubeless? Well first of all you can run them at lower pressures since there is no danger of pinch flats. This not only increases comfort, but can also make you faster! The primary advantage is that roadside puncture repairs are virtually (and I emphasise 'virtually') a thing of the past or they are quick and painless to fix with a plug. Over the winter months, this is a priceless advantage.

For sure on a hot summer's day what's the hassle with replacing an inner tube but at this time of year it is rare that a club ride is not held up with puncture stops whilst everyone stands around freezing.

So, in summary I recommend going tubeless but only if you are happy with the following:

- You have fairly recent tubeless specific wheels
- You use decent tubeless tyres (eg Conti GP5000STR's or Schwalbe Pro Ones)
- You use Road tyre specific sealant (eg Stan's race or Silca Ultimate etc)
- You don't mind a bit of workshop (or kitchen) faffing around
- You don't mind a thorough ribbing if you end up popping an inner tube in as a last resort.



For an instructive example of a thorough ribbing, please go to Five Minute Velo **Ed**. <https://www.youtube.com/shorts/YhlbjtKJce8?feature=share>

This year's training camp is a little later in the year than normal. That's due to Easter, but might just mean that the weather is even better than normal.

Mallorca has long been the destination of choice for cyclists and many of us go back time and time again. We go because the cycling never disappoints - whether you're an elite racer or an occasional club rider, a dyed-in-the-wool stalwart or new to the delights of cycling for fun, male or female, young or old. Mallorca in the spring is dominated by cyclists: large groups,



small groups, couples, individuals. Because of this there is now an infrastructure to cope. Running along the side of the busy roads (i.e. those that are busy with cars) there are now service roads - essentially cycle lanes, and many of the previously unsealed lanes have been surfaced to provide an amazing network of almost entirely traffic free roads. And all of the 'traditional' roads that training camps have been using for decades are very much as they always were. And they're all lovely and smooth. There's no need for a gravel bike in Mallorca.

Our camp has been running for many years. We stay close to the airport in Playa de Palma from where we can ride to every part of the island. The itinerary always includes a variety of rides including days in the mountains and days criss-crossing the network of roads and lanes that weave their way between sleepy villages with their narrow streets, stunning churches, pretty squares and, of course, their cafes. However many times you've been before, each trip is a mix of the familiar and the new.

The whole idea of the camp was to take our regular Cambridge group rides to Mallorca and the formula works a treat. It takes away the big unknowns of many training camps - will the groups be any good and will the company be any good? Most days all of the groups head for the same area and a lunch stop in the same town or village, so there's a good chance that they'll meet up. Riding every day can be quite tiring so there is a structure to the rides to ensure that we can pace ourselves though the camp. Of course every ride is optional, but most people come to ride together.

Obviously Mallorca has a lot of hotel accommodation and training camps were great way of increasing out-of-season business. The hotel landscape has changed over the years. Mallorca has gone upmarket and most of the small family hotels have been taken over by multi-hotel chains. A big plus is the range and quality of the food in the buffet.



We have a new hotel this year. It's part of the same chain as last year's hotel and just a stone's throw away so it's equally close to the beach, the sea front and all of the local amenities. We have our breakfast and evening meals at the hotel so that we can spend the day out on our bikes.

The camp is organised and run by Tim Williams. Tim has been a member of the club since he moved to Cambridge at the tail end of the 1980s. After many years racing himself, and supporting his wife Heather through her triathlon career, he now coaches cyclists, triathletes, swimmers and runners through his coaching business, Perfect Condition. He's been to Mallorca countless times and still enjoys nothing better than exploring new roads.

At the time of writing there are still a handful of spaces available...

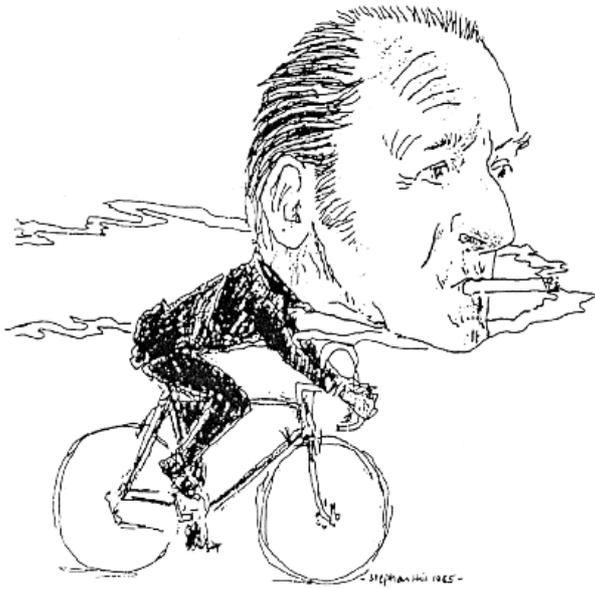
AN IKE-ON OF CYCLING

JAMES WARD

Large clubs like ours tend to organise at least one road race each year. Sadly, though, our road race – the **Ike Saul Road Race** – has been cancelled for 2024. With help from many in the Club, Tom Begg has organised it for several years – so “chapeau” to Tom and all for their hard work. It's no mean feat to run a big event like that and I hope it can be restarted next year.

This article is a call to action, especially for a new race organiser, but it is also about Ike Saul. It occurred to me recently that most Club members won't know anything about this larger-than-life Cambridge character. And, if you've seen the infamous caricature of Ike Saul on the front page of our road race handbook, you might wonder why on earth our club appears to

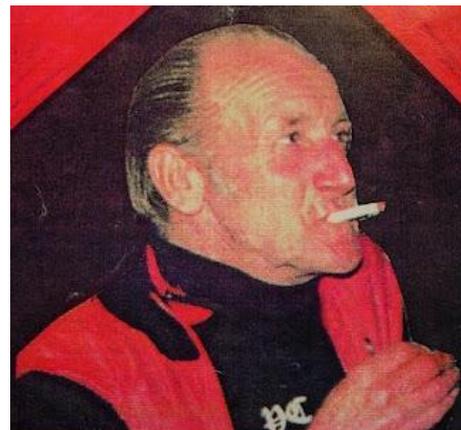
be promoting smoking! So, this article is dedicated to Ike – someone who really deserves to be introduced.



Ivor “Ike” Saul was a legend of cycling in Cambridge. Instantly recognisable as a sprightly, wiry, chain-smoking 70-something gentleman, who would cycle everywhere at considerable speed despite losing half a lung to tuberculosis. With a permanent smile, and a resting heart rate of 40, he was enormously generous with his time. He was always fixing bikes for free for the locals from his flat in Aragon Close in Arbury. He was involved heavily in cycling clubs around Cambridge, including the Cambridgeshire Road Club, a club dedicated to road racing, which was wound up in 1988, and the VC Free Press, also now long-gone.

The latter club seemed to be more about beer than cycling, and was hosted by Chris and Debbie Lloyd, the landlord and lady of the Free Press pub. With Ike’s smoking habit it was ironic that in those days it was the only smoke-free club in Cambridge. The club jersey was instantly recognisable at a distance as it was all black with a striking red chevron – as modelled by Ike (plus inevitable cigarette) in a picture below. Chris and Debbie moved on to host the Cambridge Blue pub in Gwydir Street, festooned with rowing and cycling related memorabilia and a good few pictures of Ike on the walls of the pub, including the caricature above, which was drawn by Stephen Hill, another member of the VC Free Press and the then owner of Hobb’s Pavilion – the “Cambridge Creperie” – on Parker’s Piece.

I was lucky enough to have known Ike. In fact, he was instrumental in getting me into cycling racing back in 1987 or so. I having just bought my first racing bike – a £110 BSA from Arbury Court Motors – Ike took me to the Histon bridge over the A14 where we used to hold our club’s 10-mile time trials. A super-fast course on what was then called the A45 (course code F2-10), which started on the ski-ramp from Histon, onto the dual carriageway, a U-turn at Quy and then finished opposite on the slip road back to the Histon roundabout. Probably not something to try nowadays.



I would visit him on occasion, and he would tell me stories of the old days of cycling and how he grew up in the navy in 1941. He even wrote a book about it – *Camera in Convoy*. It was during his service in the arctic where he contracted TB. Following discharge and having completed a course of treatment in Cambridge (which apparently was far less effective for recovery than the cycling he continued to do) he completed a cycle mechanic’s course in 1947

and worked as a mechanic in bike shops in the Mill Road area for many years, including 'Thakes' and 'Wheels'.

In July 1990 Ike was cycling towards Harston when he was hit and killed by a car – article below. I had always felt partly responsible as I had told Ike that I was racing in Melbourn that morning and had thought he was coming to watch – as he had done on a few other occasions, including a 24-hour charity roller ride during which he donated £50 to the cause; a huge sum of money in those days for a man who probably had next to no income. I was relieved to find out recently that in fact he was, characteristically, on a bike fixing mission for a friend in Harston.



below. I had always felt partly responsible as I had told Ike that I was racing in Melbourn that morning and had thought he was coming to watch – as he had done on a few other occasions, including a 24-hour charity roller ride during which he donated £50 to the cause; a huge sum of money in those days for a man who probably had next to no income. I was relieved to find out recently that in fact he was, characteristically, on a bike fixing mission for a friend in Harston.

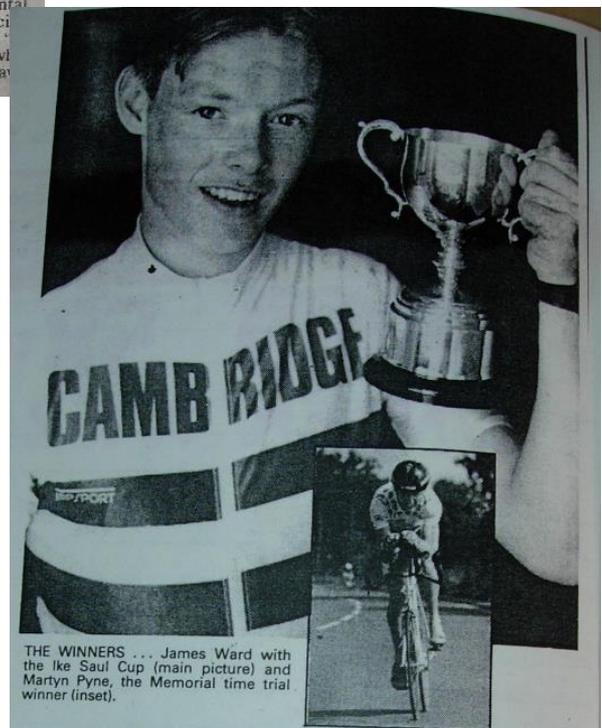
Our club – and the VC Free Press – responded by dedicating memorials to Ike. The Free Press made some rather beautiful medals for winners of their time trials (pictured). And we made the Ike Saul Cup. I was honoured to be its

first winner (pictured), which meant a great deal to me after being devastated to lose my dear friend and grandfather-like figure of Ike. Despite getting into the winning breaks a few times, I never won



the Ike Saul Road Race as it was always a power-sprint finish. But I was glad to help in other ways by being head judge for a few years.

It's a long time now since Ike passed away, but he really is someone to be remembered for his kindness and generosity towards so many people around Cambridge. I hope this article, and the one I wrote back in 1989 for a school writing project (included at the end of this article, and with a few further details), helps shed a bit more light on who he was.





Ike plus bike (but no cigarette!) – around 1987.

I was going to write a tribute to 'IKE' whom I have known since I was a small lad - but I think the finest thing is for me to print, with club junior 17 year old JAMES WARD's permission, a copy of an interview he did with IKE in December 1989 for a school biography project.

"I Like Ike"

If you were to meet Ike Saul, your first impression would be of an incredibly fit sixty year old, with a permanent smile, who calls himself a geriatric. Investigating further, you would find that Ike is in fact seventy, with a rest pulse of forty beats a minute, almost half the national average.

Ike was born, an only child, in Norwich and joined the army when he was nineteen. He says he helped to win the war in his "own small way". At the end of the war he contracted tuberculosis, which left him minus half a lung. The doctor told him to rest, but Ike's determined nature ignored this and he trained even harder in his favourite sport - cycling.

He took a job in London as a bike mechanic, while studying metalwork and instrument making, then moved to Cambridge to work on microscopes. In the 60's he started to build spectrometers at Cambridge Scientific Instruments (then Pye) but after eleven years decided he was "thoroughly cheesed off" and returned to his first love, the cycle trade. He was employed first by Wheels and then Thakes, where, in spite of his efforts, he tells stories of pedals falling off as customers rode their brand new machines away from the shop.

Throughout his life, his cycling activities (along with shooting and swimming) have been a great way of gaining friends. At weekends he would frequently cycle 150 miles in a day, often passing other groups of cyclists who would shout "Hallo Ike". No matter where he went, everyone knew and liked him.

Ike prefers to keep his political views to himself on the whole, but he is against the present government. "It's all a big con by Maggie. She's made such a balls-up!".

Ike has always enjoyed helping others. He has been general secretary, treasurer, racing secretary, race organiser, marshall and "general dogbody" in various clubs. His catchphrase of "You name it, I've done it" is quite realistic. He has even managed to sell several thousand copies of a book he wrote about World War Two. In 1987, he was presented with a gold medal for this achievement. His life is still spent helping people. If your bicycle ever goes wrong, you'll be told: "Just ask the man with the big smile". Ike repairs them free of charge.

In the summer, when the season is in full swing, he still assists with running the races, organising and time-keeping. Arrange a charity event and he will be there to support it. He hopes to attract as many youngsters to the sport as possible, but he is the biggest "youngster" of them all.

James Ward

MILTON, MUD AND MOTIVATION

RAMONA LOVERIDGE TELLS US ABOUT CAMBRIDGE JUNIOR CYCLING CLUB

The Cambridge Junior Cycling club has been running for 10 years as part of the cycling legacy from Cambridge hosting one of the stages of the Tour de France in 2014. Simon Fairhall, chief executive from Living Sport, set up the club which has used venues at various areas in Cambridge: Netherhall school, then a car park at Cambridge Regional College, then finally Cambridgesportlakes agreed to help run the club and lend us their grounds at Milton Country Park.

This is a fabulous venue with varied terrain, hills and descents and a pump track that was built by one of the CJCC coaches, Chris Allen, an ex pro racer. The Eastern Region Cyclo-cross series



also runs here which CJCC hosts. The course is very popular due to the variety of terrain that the course has to offer despite its relatively small size in total.

CJCC has had a number of coaches over the years who have come and gone. Still holding the fort are British Cycling coaches Richard Miller, Chris Allen and Ramona Loveridge with Emily Miller and Kai Egan (yes, our Kai) who have recently joined the fold as Level One coaches. We are helped out hugely by parents and older riders who help with coaching as part of their Duke of Edinburgh Award.

Unfortunately we still have to cancel sessions when we are not available to coach and numbers of riders are restricted to 12 each session currently. There are 2 sessions that run on Saturday afternoons: 5-10 year olds between 1.30 - 2.30 and 10-16 year olds between 2.30 – 3.30. We split the riders further according to ability to further challenge them and improve their skills.

We want the children to increase their confidence and riding ability. Cyclo-cross skills involve cycling over varied terrain in enclosed areas, often parks. It would not be unusual for the riders to be seen jumping over jumps, balancing on seesaws or riding balance beams (very

close to the ground of course), confidently riding up and down hills, riding under limbo bars or through slalom poles as well as games involving team work and communication.



Nathan Lemanski (left) demonstrates the benefits of training with CJCC

Some children go on to race at local championships but others come along just for fun and to develop their skills. Riders have gone on to ride with CCC or participate in racing with local clubs/national championships when/if they move away from home. It's been fantastic to watch the skills of the riders improve which is why I've been volunteering with CJCC for 10 years now.

If you are interested in joining our little team please get in touch. I am so grateful to all those from CCC who volunteer for the various events we have held over the years.

One of our members who sadly died in a car accident last year was a frequent volunteer at our events, Ian Gooden. We miss him very much and I have set up The Gooden Group in his honour to support junior riders when they join the club. This group has at least 2 members from each ride who have volunteered to act as a responsible adult (RA) for juniors and an interest in passing on riding skills such as group riding. The RA has their details, parents details and ensures they are not left behind on rides.

To read more about CJCC please click on the links below. We also have a Facebook page.

<https://www.miltoncountrypark.org/cjcc>

<https://www.britishcycling.org.uk/club/profile/6981/cambridge-junior-cycling-club>

MILLIONAIRE

KEN PLATTS REFLECTS ON A PERSONAL ~~MILE~~ KILOMETRESTONE

On Sept 10th 2023 at around 1-15 pm I rode my 621,371st recorded mile on a bike. What's so special about this? Well, if you convert to metric, it's one million kilometres! How do I know I've covered this distance?

A couple of years ago my old Coalville Wheelers team mate, John Quimby, said he was aiming to join the 300,000 miles club *. He said he was sure that I would qualify and that I should also apply. This prompted me to go back through all my old diaries and add up everything I had recorded.

I started cycling at an early age. We didn't have a car until I was 16, so to travel it was either bus, train or bike, and for local journeys bike was the obvious choice. These local trips were unrecorded (so don't count in the grand total) and it wasn't until secondary school when I was introduced to Youth Hostelling that recording of longer journeys began. When I started racing in 1971, at the age of 19, I was encouraged by the club coach to record every ride, no matter how short. So I now have over 50 years of detailed mileage data, and can be sure that I have completed at least 1,000,000km.

Right. Ken throws away yet another worn-out bike

My riding has been very varied: commuting to work, pleasure riding, touring, training and racing.

I have many significant memories, mostly good: watching incredible sunsets along the west coast of Scotland; riding through the South Downs in the early dawn after an all-night ride seeing the rolling hills emerging from the mists in the valleys like islands in an ocean; tackling the major Tour de France climbs in the Alps and Pyrenees. There have also been a few miserable experiences. One particular ride stands out. I had ridden from Loughborough to the Calder Valley in West Yorkshire to visit Hilary, (then my girlfriend, now my wife). The ride up on Friday had been fine and we had had a pleasant Saturday together. I awoke on Sunday to leaden skies and a threat of snow. But it was currently dry so I set off for the 100 mile ride home. The first 15 miles were fine, but then the snow started. As I climbed out of Huddersfield, the lying snow became deeper. By the time I reached the Woodhead road, the snow was clogging my mudguards and rear sprockets. I was only able to ride about ½ mile at a time before I had to stop and clear it. My gloves were wet, I was becoming colder and colder, I lost all feeling in my hands. As I passed the summit and descended towards Stocksbridge the snow became less intense, but I was now hypothermic. I stopped at the first house I saw and knocked on the door. I didn't have to say anything, they took one look at me - shivering violently, ice encrusted on my clothes and eyebrows - and took me in. They generously plied me with hot tea and toasted tea cakes. After an hour or so, I was getting back to normal and the snow storm had passed. They kindly provided me with industrial rubber gloves and I was able to resume the ride home. It all turned out OK, but on reflection it could have been life threatening.



I will move on to my racing career. As this article was first written primarily for the VTTA magazine and a racing cyclist audience, the next bit is data heavy, but as I often been asked asked 'How many races have you ridden?' 'How many have you won?' it might be of interest.

Most readers will know me as a time triallist. In total, I have ridden 1,646 time trials: 884 Open Events and 762 club events.

The total mileage in Open Events was 28,691. I rode 13 twelve hour events, 56 hundreds, 101 fifties and the balance in tens, twenty fives and assorted odd distances (hillys etc). I finished on the podium (first three) in 337 events (38%) including 146 wins (17%).

Club events accounted for 9408 miles, comprising mainly tens and assorted odd distances less than 25 miles. I 'podiumed' in 371 events (49%) including 274 wins (34%).

However, from the mid 70s to the mid 90s, I was equally keen on road racing, holding a 1st Category licence from 1973 to 1995. Elites had not been invented then. Domestically I rode 443 open events, totalling 30663 miles, an average event length of 69 miles. I finished in the top 6 (points scoring on the old BCF licence) in 238 events (54%), including 165 podiums (37%), broken into 67 wins, 60 seconds and 38 thirds. (If only I had been a better sprinter!)

Some of the above were stages in 2-day, 3-day and 4-day events. Of the 23 stage races ridden, the overall results were 17 (74%) top 6: 13 podiums (57%) (2 wins, 8 seconds, 13 thirds)

I rode for Great Britain in a few International Events in the 70s. A total of 31 stages, covering 2308 miles, an average of 74 miles/stage. However, I had found my limits. My best placing was 13th on stage 6 of the Tour of Europe 1979.

Again, I have many memories: winning the Tour of the Peak in 1977, arguably the hardest single day race in the UK; winning the season long Sheffield Star League in 1978; becoming National Veteran RR Champion in 1992 and winning the Peter Fryer Series in both 1992 and 1993. One anecdote concerns an intermediate sprint that I won in the Peace Race (Prague-Warsaw-Berlin) in 1976. The sprint prizes were chosen and donated by the towns hosting the sprint and were not declared in the race manual. The previous day the prize had been a motorbike. As I was way down on GC, and had no chances of a stage win, I thought it would be worth having a go. The sprint started to wind up about 10 km out with contenders for the overall points jersey becoming active. I positioned myself in the top 20 and struggled to hold my position. With 1km to go there was a slight lull in the action, as no one wanted to lead out. I took a flyer, opened a gap and went all out treating the sprint as my finish for the day. There was a hesitation in the bunch, I was clearly no threat and I just managed to hang on. What would my prize be? A motor bike? A small car?

No. Six cut-glass sundae dishes.

They were presented in an elaborate case at the race dinner that evening; it was one of the very few things that the GB team won. And the name of the town? Brezno in Czechoslovakia, and that is the source of my nickname on the Timetrialling Forum.

I no longer ride competitively, but get out on the bike most days, and will continue to do so as long as I am physically able. It's a great sport and a great pastime.

*Details of the 300,000 mile club can be found at <https://300k-cc.co.uk/>

OBITUARY: IAN GOODEN 5 APRIL 1964 – 21 JULY 2023



I'm truly saddened to share that we had to say goodbye to our friend and fellow club member, Ian Gooden. He tragically lost his life in a three-car collision in late July. Ian leaves behind his cherished wife, Gyonyul, and their two young children, Brunel and William. Ian embraced marriage later in life, and he took immense pride in his family. A tall, gentle, and reserved man, his face would light up at the mere mention of his wife and children, often accompanied by a little giggle.

Ian's journey with our club began in 2014, and by 2015, he had already assumed the role of a ride leader for the Touring group. Ian possessed a repertoire of favourite routes, including La Hogue and Johnson's of Old Hurst where he introduced us all to the crocodiles.

For anyone gathering at Addenbrookes for club runs, even those who may not have known Ian personally, one unmistakable detail about him was his unwavering preference for wearing shorts, even during the harshest winter weather. It never failed to bring a smile to our faces, seeing those bare legs amidst a sea of bundled-up riders. If Ian ever showed up in long trousers, it was a sure sign that the cold was extreme.

Ian also attended many of the Touring groups century rides, where he was keen to enjoy the delights of the traditional final refreshment break at Toft Beer festival.

Ian at the Toft beer festival refreshment stop during the Touring Century ride (2015)



In more recent years, Ian ingeniously converted his bike to install a motor and battery. This bike gave him an upright cycling position which he found more comfortable. This made him the perfect person to draft on windy rides; a fact not lost on FuFu and others, who often took



advantage of Ian's assistance on the final leg of the ride home. He was kind enough not to notice.

Ian with his e-bike (2019)

Due to his earlier involvement with a local church social group who also happened to be keen cyclists and members of the club, Ian was friends with many people across the club. Many years ago, he would ride after work with this group of friends, and they would take turns in cooking dinner, with Ian's super hot chilli being legendary. He joined some of these friends on trips to

France to cycle up some of the mountain routes used in The Tour, and an impressive photograph of him doing a wheelie at the top of the Tourmalet (2012) deserves to feature here.



Ian was also a regular participant in Peter Underwood's midweek rides.

Ian's commitment to our club extended beyond the Touring group and he was a dedicated volunteer, often seen marshalling at our cyclo-cross events. In one instance, he found himself in a remote location without a radio. To compound this, he was inadvertently missed when the volunteer lunches were delivered, and he returned at the end of the event, thirsty and tired. His response to this oversight was marked by his characteristic grace and understanding. In honour of Ian's volunteering, Ramona has named her group of responsible adult volunteers for our younger riders the Gooden Group

Ian brought a sense of warmth and togetherness to our group. We will remember his love for cycling, his strong dedication to his family, and his kind-hearted nature. Our deepest condolences go out to his family as they navigate this difficult time.

I have set up a Cambridge Cycling Club JustGiving page. Many people have already contributed to Gyonyul's chosen charity of Brake.org who have been supporting the family. If you'd like to contribute and leave a message, please follow the link

here. www.justgiving.com/page/ian-gooden-tribute-2023 I plan to collect the messages

(and any photographs you have of him) and put them together in a e-booklet for Gyonyul and the boys.).

Debbie Hooker.