

**JANUARY 2016**

## **CAMBRIDGE CYCLING CLUB NEWSLETTER**

Welcome to the re-launch of the club newsletter. If all goes well it will be a useful addition to the club website. If anyone has any news, views, stories or items of interest to the club, don't keep it to yourself. Let me know & we can put it in here. (Contact details at the bottom.)

Hopefully the club will have another successful year. Here are some of the upcoming events that are not far away:-

- Thursday 21 January 2016 19:00 – Tim Williams on the use of power meters in training and racing. Venue: - [Cambridge Uni. Engineering Dept. Lecture Theatre, Trumpington Street, Cambridge CB2 1PZ.](#)
  
- Thursday 11 February 2016 19:00 - cycling quiz evening. Teams of four with a prize for each member of the winning team! (no charge to guests for this event). Buffet £10 per head. Venue: - [Espresso Library, 210 East Rd, Cambridge CB1 1BG.](#)
  
- Monday 21 March 2016 19:30 - Lauren Bradshaw MCSP BSc (Specialist Sports Physiotherapist) will give a talk on cycling injuries - causes/prevention/performance. Venue - [Progress Centre for Health & Performance, Conqueror House, Chivers Way, Histon, Cambridge CB24 9PW](#)
  
- Anticipated event (details to be confirmed): - April 2016 – sports psychology. The talks are free to club members on production of membership card, guests are asked to contribute £2 towards expenses. Contact our [Social Secretary](#) to book your place at the talks – numbers are limited.

### **Special Event.**

There's a talk in the annual Darwin College series of public lectures that may be of interest to cyclists. Sir Dave Brailsford (British Cycling and Team Sky coach) is will be giving a public lecture as part of a series on the theme of "games" on Friday 5th February 2016 at 5.30pm - details can be found if you paste this link in your browser <http://talks.cam.ac.uk/talk/index/58858>.

The lecture will be delivered in Lady Mitchell Hall on Sidgwick Avenue. People need to arrive early if they want to be sure to get a seat in the auditorium where the lecture is being delivered, but others in the expected audience of up to 600 can watch the lecture over a video link from a nearby lecture theatre. There is an upper limit on the combined capacity of the live and overflow venues combined, so either way round you would need to get there in good time.

This is part of a public lecture series, so it is open to people who are not members of the University of Cambridge.

So, if you want to go, just turn up in good time on the day, and if you want to be part of the live audience, turn up in even better time, I guess!

## **Majorca.**

Here is a message from a rider who regularly enjoys riding in Majorca but is concerned about the standard of riding in big groups. He recently wrote to Ken Miller and has a holiday home there.

*I am not a member of Cambridge CC.. but I happened to look at your club website recently, and the planned training camp caught my eye. I thought I might share my experience of meeting "club camps" etc. in Mallorca. I regularly ride there but usually alone or with a friend.*

*They have a saying in Mallorca that tourists (of all descriptions) leave their brains at the airport. Whether it is the sun, the sea, the booze or whatever, I don't know, but the condition definitely exists.*

*I have been overtaken many times by such groups and I have to say their manners and etiquette are appalling.*

*The first one knows of the approach of one of these groups is when the first man brushes your elbow as he passes without acknowledging your presence and cuts sharply in front of you. If you turn your head to see if there are more riders and you wobble off line then you are liable to be knocked off. So now you can't look round so you don't know if there are 5 riders or 50. These groups of up to fifty ill disciplined riders are often riding 3 or 4 abreast, and it is quite intimidating when they pass. I have seen such groups riding several abreast on single carriageway roads, holding up the traffic for miles. Even worse when approaching a turning and the groups wants to turn, if one is caught in the middle of such a group they do not know if you are turning or going straight ahead. No problem they ignore you.*

*I do not blame the individual riders it is the ride leader and the tour organisers who are at fault.*

*The solution fortunately is quite simple. All the leader needs to do is shout ahead "big group". An early warning allows you to turn your head and assess the situation and get out of the way. Suitably warned there is no problem.*

Having cycled in Mallorca for many years I can tell you, anyone who attends the camp will have a terrific time.

Now I am sure that Cambridge CC would never ride in the above manner but, but if you are planning to attend the Training Camp please take note. Don't leave your brains at the airport you may need them! Happy cycling

Roger Langworth

## **New Club 30 Record.**

On the 3<sup>rd</sup> October last year, three of our senior riders set a new East Anglian VTTA team record on the E2/30 course. (A11-A14 area). This was an exceptional afternoon of record breaking. Ken Platts was the fastest with a new national age record of 1.2.21. Andy Grant recorded 1.3.16. As he was first of the team to start, he held the record for 58 minutes before Ken powered over the finish line. Colin Lizieri was third counter with 1.5.44. The combined times gave them a new club record around 11 minutes quicker than the old mark.

Velovelocity's Matt Smith, 56.49, David Bloy, 58.48, Dave Green, 1.0.21 broke the national team record by 7 minutes. This was previously held by Newcastle's GS Metro club for 19 years. Matt was fastest on the day and third fastest 30 ever.

Rachel Elliott, Newbury RC, smashed the ladies national record set in 1999, by 1min 36secs, recording 1.3.29.

Chelmer CC ladies beat the previous team record, set in 1981, by the St Neots CC by 1m 16 secs.

I am sure Colin, Andy & Ken are as keen as ever. Andy has more time than ever before to train and Ken will be retiring in March. Who would bet against them not breaking more records?

## Three Peaks 2015

People say the 3 peaks cyclocross is a tough race. This is undoubtedly true. It is a race so hard and unique they say you cannot truly prepare for it.

Well friends, I decided to take that advice literally today.. I finished the 3PCX on very minimal training indeed. Ok, so in early August I did have a 4-day Black Forest training camp (riding holiday) with Wes Ullrich but it was quite some time ago and since then I've ridden my bike precisely 4 times (also, before said camp my CX bike wasn't even finished) ... and one of those 4 times was to be lead bike at Tom Vickery's inaugural Toadman World Championships. The other rides were less than 2 hours each.

Ingleborough:

The first climb was OK. I paced myself, knowing full well that the tank was going to be empty at some point during this ride and that I wanted it to be as late as possible. On the descent it was chaos though, I crashed and someone rode into me - but it wasn't \*too\* bad for him as he was a Yorkshireman. From then on my confidence on the downhills was a bit shaken. I also simply didn't have the strength in my arms and legs to handle a fast descent.

The next climb was Whernside.

This one takes forever and it was during this climb that I began to run out of energy. ~90% of all 3 of these climbs is spent walking with, climbing with, carrying or dragging your bike, not riding it. The bikes are for descending.

"The 3 Peaks is a running race in which you are inconvenienced by having to take a bicycle"  
– Edward Farnell.

I should point out at this juncture that I was well hydrated and eating more than enough. I was tired because I simply hadn't done any riding longer than 2 hours, so that was when I was going to blow up and run out of muscle glycogen.

It was on this climb that I recollected the sage advice of James Gill imparted to recent Ironman finisher Lauren Bradshaw on "bad patches". The gist was that you were to allow yourself 10 bad patches before giving up altogether, once you were in a bad patch you recognised it as such and slowed down by 10 percent. Then you would come out of the bad patch and carry on as before. You would never reach 10 bad patches before finishing.. or even come close.

Well James, I hit my bad patch and I slowed down.

The bad patch continued for another 3 hours, during which I got progressively slower, so every so often I knocked off another 10%.

After passing someone who had very seriously hurt themselves on the descent of Whernside I found myself taking it easy again, running down some of the steps instead of

riding them. Then I ripped a hole in my rear tyre. Unphased I carried on my descent in a manner to which Tony Doyle and Danny Hart (I imagine) would be proud.

At the bottom I was greeted by my support crew Damian Lewis (cc Rachel Butler), Oliver Caddy and Ed Farnell. The wheel was changed, a bottle of water was downed and I continued on my merry way. They all felt sorry for me though and I got a group hug before leaving (daawwwwwwwww).

The final climb was Pen Y Gent.

At this moment dear reader my journey had only really just begun. The 10 percents were coming off at a rate of knots and there was truly nothing I could do about it.

I walked large parts of the climb with my arms draped over the bars with my head resting on top, occasionally looking up to check no one was about to descend into me (this climb was an out-and-back one). After a while each foot only stepped a few inches in front of the other and I was overtaken by old, tough Yorkshiremen who must have seen my Cambridge Kit and declared me a soft southerner.

It is true. I really am a precious race horse.

I had to stop 5-6 times to gather myself. Blisters had formed on my feet and hands, I had back pain from pushing and carrying the bike and I was so tired I was drunk with delirium.

After an eternity of miniscule trudging and dreary fatigue I arrived at the top.

Knowing full well that I was in no state to descend at speed (or possibly at all) I began to ride down the mountain. With gravity finally on my side I felt some relief but the wet grass, boggy patches, large rocks and my poor concentration were against me instead. At one point I was too tired to brake and I accelerated away, I had no choice but to bunny hop the crudely made water channels across the path. Inevitably I was too tired to stand so I sat on my seat and got another impact puncture in the rear tire as a result.

I replaced the tube whilst being fed jelly babies by one of the marshals. I then descended and finished in 4 hours 58.



The End.

Also, massive, massive congratulations to Wes Ullrich who did an incredible 3:42, he is in the form of his life and deserving of massive kudos!

With special thanks to Ed, Damian and Oly and also my nutrition sponsor Dave Cartwright of Dave Cartwright Flapjacks Ltd, without whom I may not have gone 'sub 5'.

Cheers,

Dave Mclean



## Interesting tour from last year

Think Croatia, think sun-drenched Dalmatian coast, island hopping, sumptuous seafood and free-flowing wine. Okay, that's if you head to the coast, but go inland to the little-known Međimurje region an hour north of Zagreb and think smooth, traffic-free tarmac, undulating routes, regular gradient signs and, basically, a cyclist's paradise. The region has been injecting money into cycle tourism and it certainly shows. We based ourselves in



Štrigova, which lies just 2km from the Slovenian border, and about 15km from Hungary. In fact, on one of our rides we slipped over the border for coffee in Slovenia followed by lunch in Austria. Graz would also have been a flight option for us, with easy driving to Štrigova from both Zagreb and Graz airports.

The area offers something for riders of all abilities, with the mighty Mura valley running north of the region and the plain of the Drava valley to the south. And in between, you can clock up the altimeters to your heart's content. For much longer, climbs you can head south of Varaždin into the mountains north of Zagreb to tackle the Sljeme. As coffee drinking is practically a national pastime, opportunities for café stops abound. The coffee culture of the Austro-Hungarian Empire combined with Croatia's Italian neighbours means you're assured a great brew. The only thing we didn't find during our stay was postcards.



who've lived in the next village for the last five years, so we got lots of insider tips on places to eat and learned much more about Croatia than from any guide book. Although we'd hired a car from Zagreb airport, we could easily have managed without as there was an eatery, a bakery, four bars and three mini supermarkets within a five minute walk from

Our home for the ten days was Stay Osme <http://www.stayosme.com>, which has secure bike storage, a vineyard and superb views. It's run by Sally, Martin and family, originally from the UK, but



the house (and all in a village of 500 inhabitants!). Stay Osme can organise airport transfers, which we may well do next time. And, if you time your stay right, you can even help Sally with the grape harvest.

A few villages away in Sveti Martin is a bike hotel, pool complex and fabulous spa, should your tired muscles need attention. In fact, for any triathletes out there, this would be an ideal region to train in. The inaugural Tour of Croatia took place last year and will, for the next five years, start from Sveti Martin. After the successful 2015 tour the April event has even been moved by a week or two so riders can do it in preparation for the Giro. Should you need a bike shop, then the nearest is in Čakovec, and is run by ex-pro Bruno Radotić <https://www.facebook.com/Biciklopedija>. He speaks brilliant English having been pals during his pro days with Cambridge CC's David McLean. Bruno's sister Mia still rides professionally and recently won La Course on the Champs Élysées at this year's Tour.

I could write more, but suffice to say that Croatia and Stay Osme is up there with my other all-time favourite cycling centre of Allant in France [www.allant.fr](http://www.allant.fr). I can't wait to go back and discover more of Croatia.

Martine Walsh, September 2015

Thank you to all the contributors of this newsletter. It is my intention to go back to the style Luke and Tom used in the past. I have yet to learn this. Send articles, news or forthcoming events to :- [danny125700@gmail.com](mailto:danny125700@gmail.com). Tel:- 01223 833112 / 07828 139712.

Club subs are now due. If you have moved shed or manor could you please update the membership secretary of any change of address. We could stalk you on Strava but we find it difficult not to fall a.s..l..e..ep....

Phil Horton