



Newsletter December 2017

Border Raid in the Welsh Marches

Cambridge CC's Veteran Time Trial team signed off their 2017 championship-hunting campaign in characteristic fashion with an emphatic team win in the VTTA National 30 championship on 17th September. Monsoon weather had greeted them on the long haul out to the Welsh Marches the previous afternoon, but, mercifully, dawn brought a watery sun and light northerly winds over Monmouthshire.

The picturesque R30/7 course based on the A40 at Raglan offers spectacular views of the castle for anyone not fully attending to the task of getting between Monmouth and Abergavenny as quickly as possible, as well as a five-mile stretch of sinuous and slippery country lane to enliven the dual-carriageway monotony.

However, our team were not in tourist mode. Andy Grant's fourth-placed 1.04.44 was enough to break the East Anglian record for 64-year olds, but missed the individual bronze medal by 17 seconds. He led home Chris Dyason (69) in 10th spot with Colin Lizieri (62) in 15th. This is the team's third championship win of the season. Whilst Andy and Chris have been permanent fixtures, Colin represented a third shuffling of the pack, Ken Platts and Andre Dyason both featuring earlier in the year.



Andy and Chris also featured in the winning East Anglian Group team, alongside Gavin Hinxman (49), of DRAG2ZERO, who was second fastest to 41-year-old James Rix, author of the only sub-60 minute ride of the day and catching Andy for four minutes en route to his 59:22. Left to right: - Chris Dyason, Andy Grant, Colin Lizieri Photo: Kimroy

Seven Days = Five records

While the senior (i.e. older) veterans were winning titles and breaking records in the VTTA 25 championship on 27 August (see below), neo-vet David McGaw (just 40) went up to Hull for the Team Swift 10 on the ultra-rapid V718, updating his own club all-comers' record to **18:58** (See below: - A Sunday in Hull) Less than a week later, on 2 September on the same course, in the Yorkshire VTTA 10, Chris Dyason (69) broke his own East Anglian age record mark in recording **21:02**, while on the same day, Andy Grant (64), returning to the E2 at Newmarket for the Team VeloVelocity 25, rewrote not only his own East Anglian record of the previous week, but set a new National age record for the distance of **51:44**.

Third National Team title for Cambridge Veterans



Our speedy vets team, reigning VTTA short-distance BAR champions, had a very good day at the office on Sunday morning, 27 August, carrying off the team award in the Veterans' Time Trial Association National 25 mile time trial championship, to add to their win in the 15 mile championship. With the gentlest of zephyrs drifting from the north, balmy air and little traffic, the fabled but fickle E2 course on the A11/A14 was in benign

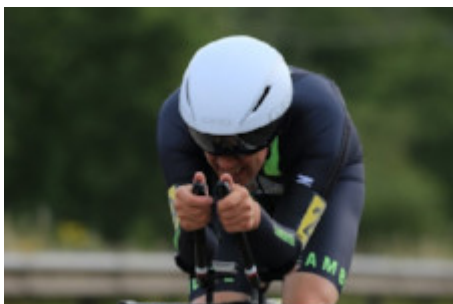
mood and André Dyason (57); Martin Reynolds (54) and Andy Grant (64) (above) all recorded 52-minute rides, Andy's 52:32 being enough to wrest the East Anglian age record from team mate Ken Platts.

However, vets' championships are decided on the basis of an age-weighted handicapping system based on standard times for a given age, the winner being the rider who beats his or her standard by the greatest amount, designated a "plus". So it was that poor Martin, (right) despite a superb 52:16, just 3 seconds behind André, which gave him 17th place on actual time, was bounced out of the team by 69-year old Chris Dyason, whose 54:46 also broke the existing East Anglian record for his age.



Andy, Chris and André's aggregate "plus" was almost 7 minutes clear of the second placed team, the sponsored Team Bottrill/HSS hire, which draws members from across the country, and in many ways, the Cambridge success was a victory for the traditional amateur club team against the manufactured professional outfits.

Overall, on standard, Andy took sixth place in the championship behind 87-year-old winner Peter Horsnell from Chelmer CC, with Chris, André and Martin packing closely in 10th, 18th and 19th while on actual time, André led the way in 14th, followed by Martin in 17th, Andy in 19th and Chris at 36th.



In addition, to take account of some inevitable arbitrariness in the standards system there were awards based on actual time for age groups in five-year bands. Martin was second; André (left) fourth and Chris third in their respective groups, while Andy was a full two minutes clear in winning the 60-64 category.

This was a reprise of his National Age Group championship win in the RTTC National Championship at Rhigos in Wales two weeks earlier. Open to all ages, this event attracted probably the fastest field ever assembled in the country and for our team of veterans, (on this occasion, André, Andy and Colin Lizieri) the biggest challenge was getting into the event at all. André was our fastest rider, whilst Andy was again two minutes clear of his nearest age group rival, who was, on this occasion, team mate Colin Lizieri (right).



A Sunday in Hull

On Sunday 27 August there were 3 epic events on the V718 course in Hull for: middle markers, women and fast riders. "The V" is probably the fastest 10 course around. Testers make the pilgrimage from all over the country to worship at the V's hallowed and silky smooth tarmac. If you've been very good a quick 20 minutes or so praying to the God of time trialling can, if they are feeling benevolent, be answered with a shiny new PB.



Unlike other courses with mega traffic or gift hills the V seems pretty ordinary, what makes it fast is probably that it is very sheltered and relatively flat. Apparently the super-fast days are when there is a container ship at Hull port as this results in a steady stream of lorries driving along the course ferrying cargo.

The first rider off was at 10am and the last rider was 5pm so it was a whole day of fun. The weather was great, about 21C and very little wind. From the early times it was clear that it was also raining PBs!

The only Cambridge cc rider who made the trip was David McGaw, who's PB had been set in 2006: 19.02 on a fast course on a flukey "float" day. He wasn't feeling so fresh, having ridden 3 track events the previous day on the Derby velodrome, but after quite a bit of warming up was ok. The race went without incident and the only question was did he just sneak in under 19 minutes, eventually the time was confirmed 18.58!

So that's the first 18 for a Cambridge CC rider and goes with other shiny new PB's this year for 25 miles (49.01) and 50 miles (1.38.30). They say "it doesn't get easier, you just go faster", which is true, and this ride really, really hurt!

Stowmarket & Diss 10



On the 29th of May Cambridge CC was in action again at the Stowmarket and Diss open 10 on the B10/38.

This is the "Woolpit" course that goes on the A11 past Bury St Edmunds, it's a reasonably flat dual carriageway that feels like it should be fast, but never seems to yield fast times. The course record was held by Pete Balls at 19.57.

It had been raining in the early morning but was drying up when the riders set off. As there were roadworks the route from the HQ to the start involved a long detour including fording two huge puddles. The roadworks

extended to just a few metres before the start so riders had to carefully time their warm up to make it past the temporary traffic lights in time to start, but not so early as to get cold.

Time trialists can sometimes make quite wild claims, I've heard people say that wet conditions are faster "because the water fills in the little holes in the tarmac", hmm. Think it could be more that it is cooler so people don't overheat or that rain is associated with a low pressure, which is faster as there is less air to push out the way. It was still early but was warming up nicely and there was little wind around, so it felt potentially quite fast.

David McGaw (Cambridge CC) raced around in 19.36 to hold the course record for 9 minutes and 54 seconds, before Lloyd Chapman (Catford CC equipe) broke it again with 19.30. Jason Bouttel then smashed it with a 18.55, to win. Andy "Pandy" Grant-y did 21.25 to win his category, the day after racing in the ECCA 25. Chris Dyason (above) who did 23.10 was second in the same category.

3 Cities Time Trial (Reliability ride)



Peter Blencowe took up road cycling when he was 16 and his first bike was a Raleigh Banana. Having enjoyed Sunday rides and touring around he first got into competitive cycling while at university in 2011 riding with Imperial College CC. With a thesis to write up he returned to his hometown of Gloucester in 2014 and joined the cycling club there. After a delightful summer with the club he moved to Cambridge to work and soon joined Cambridge CC. This piece is about his return for the monument ride of Gloucester City Cycling Club.

The Event

In 1891 when it all started, Gloucester City CC was known as The Tyndale Cycling Club. Initially, it was mainly a social group but as the membership grew and a few more small local clubs came into the fold some of the members started to introduce a few challenges into their season. The first of these challenges appeared to be the Three Cities Standard Ride, introduced in 1905. At first, this was primarily a map reading competition with the competitors trying to find the shortest or easiest route passing St. John's Bridge in Worcester, the Shire Hall in Hereford and Westgate Bridge in Gloucester (the shortest route satisfying the criteria is approximately 82 miles). A time allowance of 6 hours and 30 minutes was given. This was not that generous considering that bicycles of the time typically weighed something in the region of 56lbs with a single gear of around 60 inches (44 x 20) and some were still using solid tyres!

In 1922, Mr. John Boakes provided the challenge shield for the fastest rider in this event. The first recipient of this shield was V. Wedburg with a time of 5 hours 13 minutes and 15 seconds. Bike and route finding now developed, the record time is now 3h 20 min 26 sec held by George Unsworth, a long-time holder of many club records. John Barnes, another prolific club record holder, is 2nd to this in ~3h 23min.

So, blessed with good weather the riders assembled for a 7am start, to be set off two minutes apart. Having arrived early - excited to be see all my old clubmates- I signed up early and was to be 3rd rider off- number 5 at 7:05. The first and only time I had done this ride was in 2014 finishing in 3:50:04 (average speed 21.02 m.p.h) 3rd overall and the fastest road bike on the day. Making this ride again I was keen to improve my time, if only to impress my old clubmates! In fact, having had a poor winter and lack of training I didn't believe I would be able to go any faster. In the car down to Gloucester the night before I calculated that if I averaged 22 mph then I would get a time just under 3 h 40 min. And so, fairly arbitrarily that became my target.

To backtrack slightly the ride is naturally broken down into 3 almost equal 27 mile sections by the cities. The first to Worcester is flat (by Gloucestershire standards) and last time I had averaged 22 m.ph. On turning left at Worcester you enter the Malverns and hit an unrelenting wall of multiple climbs of 10% and its up and down all the way to Hereford- average for this section last time was just 20 mph. I then hung on in the rolling terrain at 21 mph back to Gloucester, not aided by a broken spoke in my rear wheel with a couple of miles to go.

So with the new target of a 22 mph average I thought I would just average an extra 1 mph higher on each section. With superstition rife in the cycling world I made sure I had a can of coke in my pocket and would drink that about Worcester just like last time. One difference I couldn't escape was that this time I was wearing a Cambridge jersey and that I would be most travelled entrant. Bike on the start line - ready to go. No need to push me off here - it's a bit far for all that. It's oft said in time trialling that you can't win a tt in the first minute but you can lose one. A reference to setting off too hard and jeopardising the rest of your effort. With the scale of this challenge I thought that would probably apply to the first hour or so especially given the hills in the mid-third. Having done the Cambridge club 25 mile tt the Thursday before I knew my ftp was 288W so I had an idea of the ballpark I would be able to ride in. I didn't have a power meter when I first did this ride so unfortunately no power data to

compare to – only average speed.

I'm away and over the first checkpoint - the Westgate bridge in Gloucester. Within a few minutes I'm out onto the A38 road to Worcester and getting into a nice rhythm - legs like pistons pumping along this old training road. It's not long before I'm passing number 3 - and soon after that number 1. Momentarily I consider if I've gone out too fast but I remember. This is my own race and everyone else ride's their own race too. It does occur to me though that they are the last riders I will see as I am now the furthest down the road.

I'm soon at Worcester and I've been riding well, even with getting out of the city I'm averaging 24 m.p.h- a bit of time in the bag for the tougher sections to go. I reward myself with that can of coke in my pocket. I've kept up tradition from last time- I'd have to do at least as well now. The rest of the ride would be only be water and malt loaf to look forward to.

Whoosh! Number 11 goes past me. I think one of two things is true. He's gone out way too fast and will surely tire - the hilly section is going up and he'll be slower with the TT bike he's on. I'll catch him up again. Either that or he could just be rapid. In the space of 28 miles he's made up 6 minutes on me! I can't complain - I've covered the first 25 miles in 66min 30 sec, only marginally slower than last Thursday's time trial. Have I gone out too fast? I'd put out 266W for this segment- was it too close to my ftp?

As we enter the rollercoaster between Worcester and Hereford I used no 11. as motivation trying to keep up with him down the hills and maybe closing a little on the uphills. After a while the gap goes out and he's disappeared up the road. The hills are relentless and they come one after the other, some of them over 10 %. If only we were still in pancake Cambridgeshire. I keep powering up the hills as they come- I need to counteract the Allen effect - sitting on the crossbar trying to recover on the brief down hills inbetween.

After about 7 or 8 dippers I'm up to 45 miles complete and I know I'm over half way and must be close to Hereford. I go up the one final hill into the city. It's just after 9am so shops are opening up and shoppers are filtering in. There's a curious feeling when riding into a city like this. Adrenaline has you solely focussed on the race, meanwhile there are shoppers dawdling around with no real intent or any idea of what's going on at the same moment in time. A passing of two disparate worlds.

I blitz past the town hall and that's leg two done (53 miles) but it's been a slow one. An average of 20 mph but with a power of 262W I'm fairly consistent with the first third. It does mean my overall average is down to 22 mph so my focus now has to be on maintaining that average speed going into the moderately hilly final third. It's also on making sure I remember the turn at the Trumpet pub. I look at the bike computer and there's 1h 5min left if I'm to make my target and 25 miles to cover. Come on Steve I shout to myself. I imagine myself as Steve Cummings, 3 times TdF champion Chris Froome breathing down my neck as I battle to stay away on the Col de Peyresourde. Keep a constant effort and don't get caught. Remember last year! And 2015! Make this one a win as well.

Vroom! A 4x4 steams past and it snaps me out of my dream. Keep the average speed up. My eyes are fixated on the bike computer as I battle every pedal stroke. When I take a moment to look up the road I see number 11 and he's struggling up the hill. I'm buoyed on as I must be riding well to have caught him! I approach rapidly only to find it's not no. 11 but just some west country lad with a shoulder bag. "Go on" he shouts. This race is playing tricks on my mind now. I'm coming towards the end of the ride now and my average is just about clinging to 22 m.p.h. It's at this point when I think all the hills must be over that the Dymock mountains rise up before me. Two turns and an ominous gradient after 65 miles. And then the cramp sets in. Shut up legs! Over those and I'm counting down the minutes and the time that I've got left. 11 miles and 27 minutes to go, 10 miles-24 min, 9 miles-21 min. I'm not sure I have enough time- the dream could all be over.

Mercifully I pass through Newent quickly and it seems mostly flat or slightly downhill back to the start so I fancy my chances of keeping up to 22 mph but is it enough? It's so close I can't bear the waiting. I swing around onto the A40 every fibre in my body hurting as I hold my breath and hope that I'll make it in time. I remember that the more precise distance it's only 80.6 miles so I might have a chance after all!

I hit the finish and look down. Have I made it? I double back to see the timekeeper. 3h 49 min 44 sec. I've made it and I'm elated! The joy of making

the target, beating my previous time and achieving something I can be proud of has me speechless. It's here that I meet the ominous no. 11- Bruce Diesel- A South African new to the Club who made me wince when he said he wasn't even in peak condition with his winning 3h 23 min 56 sec. John Barnes is also there. There to remind us that he did his 3:23 time in the 90's on a steel frame road bike with down tube shifters!

We lie on the grass and watch the other weary souls finish and enjoy a debrief in the sun, wallowing in the sanctity of completing another 3 cities ride. A great occasion and a great achievement for all the riders involved. Thank you to everyone who took part in the event and made it so much fun to be part of and to Nigel Jones for doing the time keeping and John Barnes for taking photos.

Fenland Clarion Road Race



Sunday 30 July brought the Cambridge riders to Southwick a small village west of Peterborough for a cat 3/4 race. The parcours featured 10 x 5.6 mile laps with a climb over the finish line. A climb that would prove decisive throughout the race and followed by a descent into a flowing lefthander to make this a day for the breakaway.

And breakaway they did as after 2 miles Cambridge CC's Toby Parnell rode solo from the front of the race- a repeat of Peterborough's 2-up breakaway to the finish of last year? Edward Lee-Six and Pete Blencowe (also both Cambridge CC) were happy to oblige and duly made a nuisance of themselves at the front the the peloton disrupting any chase and frustrating the chasing riders. It seemed that would be the last we saw from Toby.

That is, until 12 miles it appeared Toby had sat up and was practically stationary waiting for the race! No doubt he was bored and had come back to get some company for his breakaway efforts. Now, Ed took to the front finding himself with 3 other riders and gap from the peloton to initiate the deciding move of the race.

Still fresh and full of adrenalin the bunch wouldn't so easily let this move go. Toby however, managed to put in a dig off the front of the peloton bridging over to Ed and going over the top to set off with two companions. Again Ed and Pete set about disrupting the chase and after a further few laps it was clear that the break was established and the chasing riders were losing heart.

Each time up the hill brought in another lap and wore down the bunch, gaps over the climb beginning to form each time. With 4 laps to go as the riders crested the hill a small group of 4 riders went in pursuit of the lead group, unlikely to recover the 2 min gap but hoping to fight for the remaining top-ten positions. This set things up nicely for Pete who after a fast descent left the bunch with 2 other riders to bridge up to the chase group forming 7 riders ahead of the main field.

The lead group were working well together and the lead looked insurmountable. The chase group was also working well and established a gap of 1 min over the bunch. Battered and demoralised from a day of chasing the peloton was fading and showed no hope of chasing down any riders. With 10 riders up the road and a tired bunch Ed attacked on the climb to distance himself from the others in solo pursuit of a top ten finish.

Up front with 2 miles to go Toby put in an attack that would distance one of his companions and on coming to the climb rode the other off his wheel with great panache to take his second victory of the season- two out of two!

Meanwhile, now 3 minutes behind the chase group were on the final lap and the pace was slowing ahead of the inevitable final sprint up the hill. The attacks occurred half way up the hill leaving Pete to finish 7th overall. Time trialling had paid off for Ed as after a solo lap he managed to catch the chase group up the climb and overtook one rider to round out the top-ten.

A great day's riding thoroughly enjoyed by all and a brilliant result for Cambridge CC.

Café Locks



Café locks can come without instructions on how to change the combination! This can be a problem when returning to your bike only to find you cannot release the lock. When the cable is fully retracted it clicks into position (photo 1). This is also the position that frees the tumblers allowing the combination to be changed. So the combination can change without you being aware. As a precaution either store with the cable in the locked position or check the combination hasn't changed before locking your bike.

Credit: - Roger Langworth



With thanks to all contributors to this newsletter.

Please send your contributions to newsletter@cambridgecc.co.uk
