



THE HUB

WINTER 2013

Record-breaking Rolfe

SEPTEMBER 29

Louis Rolfe broke the national record in club colours at the 2013 British National Track Championships in Manchester.



The 16-year-old, who is part of the GB paracycling development programme, was competing in the paracycling 3km pursuit race. Finishing an incredible eighth overall, Rolfe beat the only other C2 classified athlete in the event and broke the British record with a time of 4min 20.561sec.

“I am focusing on getting my time closer to the world record now”, he said.

This year’s title was won by Shaun McKeown, with Jon-Allan Butterworth second and Jody Cundy third.



Under starter’s orders: Louis sets off on his record-breaking run *Tokyo Calling, p10*

Route of 2014 Tour through Cambridge revealed

When riders descend on Cambridge for next year’s Tour de France they will travel along Regent Street and Sidney Street before making a tight left turn at the Round Church and going along Trinity Street, passing the beautiful colleges of St John’s and Trinity.

The peloton will continue along King’s Parade – perhaps the city’s most picturesque street – before heading along Trumpington Street and leaving the city via Trumpington Road.

The A1301 will take the Tour through the south of the county, via Trumpington, Great Shelford and Hinxton, before entering Essex at Saffron Walden.

Riders will continue through Radwinter and Saffron Walden before heading to London and a thrilling finish in front of Buckingham Palace on The Mall, at about 3.30pm.

About 400,000 people are expected to flock to Cambridge to

watch the Tour. Roads on the race route are expected to be closed from the early hours of July 7 until after the peloton passes, and some schools on the way may close.

“The route will enable local people to see the peloton – including our British icons – in both intimate and grand settings. And the world at large will see our beautiful city - its open spaces and its ancient colleges.





Bicycling belles

OCTOBER 3

The ladies section of CCC have been making the most of the autumnal conditions on the newly established female-only rides. They have proven to be a huge success and typically nine or ten people join the rides on the first Saturday of every month at Addenbrookes. We've had seasoned club riders attend as well as a couple of new faces. The rides are designed to be a social affair, so there is always sufficient breath for talking as well as cycling.

During November's ride the group took in a 40-mile round trip with a visit to cafe Abantu in Bourn, making it home by 1pm fuelled largely by cake and tea.

If you would like to join us, please ensure you've ridden your bike several times in the month preceding the ride! One thing we have noticed since the first ride is that being fit means different things to different people and very much depends on to whom you compare yourself. In order to gain optimum enjoyment from these rides please ensure you ride regularly during the month or so before the ride and are capable of at least 30



Not a bad line-up: the second CCC ladies ride saw the group hit double figures

miles in one go (and doing three miles 10 times isn't good enough unless you enjoy the feeling of almost total annihilation of both mind and body on a long ride).

I would strongly recommend that any new ladies wishing to join our group should email me at suemtaylor@ntlworld.com

com for a bit of guidance (as long as it doesn't involve frame geometry, heart rates and other technical issues which blokes like talking about). I look forward to our next ride!

SUETAYLOR

Big turnout for the 2013 touring century ride

SEPTEMBER 1

By asking Debbie Hooker what had happened to the Touring Group's Century Ride this year, I had more-or-less automatically volunteered myself to organise it.

I began by picking Ken Turner's brains, as he's done it for the last seven years, then I had a couple of trips out to try and locate a faster lunch stop than Danish Camp, where it took several of us two hours to get served last year!

On the day itself I was concerned that there would only be a couple of takers, but by 8.00 am fifteen had turned up, including three Kiwis - Phil, Louise and Alex - who hadn't met each

other until the ride. The prospect of a tonne was made more interesting when several members of the group admitted never riding 100 miles in a day before. All of them were fitter and younger than me and I often found myself leading from the back.

Although cool at first, the temperature was perfect, but the headwind wind was strong in places on the way out to lunch. A few hiccups occurred on the way to Grafham Water, including a near pile-up caused by a dropped water bottle, and a front tyre sidewall blow-out that was quite spectacularly loud. Luckily Kiwi Alex had brought his credit card

with him to pay for such emergencies and after a temporary repair, zipped off to the Grafham cycle centre to buy a new tyre and eye up the goodies on display. Whilst he did this, the rest of us had a leisurely coffee - with wasps - at the Harbour View at West Perry, which is under new ownership (no bikes allowed on the balcony now).

I was relieved that the new lunch stop at Frosts of Willington garden centre turned out to be good. There was a wide choice of food and a very pleasant outdoor seating area. The service was vastly superior to that of Danish Camp last year: we could have been away in

half an hour if we'd wished! We were a bit worried about leaving the bikes where we couldn't see them, but luckily they were all still there when we'd finished lunch.

On the way back the faster riders stayed with us all the way to Ashwell, where the tail wind upped the speed and everyone knew the way home. At one stage I was a bit worried that we wouldn't quite hit the distance but we clocked the 100 soon after coming out of Great Shelford. Even us slower ones - which included Jennie, Steve, Ron, Jon and myself made it back in 6hrs 50m = 14.6 mph average!

NICK NICHOLSON

Hill climb season round-up

OCTOBER 12

The ECCA hill climb championships consist of two ascents of North Hill, the biggest climb in Essex, taking approximately 1 1/2 minutes to climb. The wet weather had lifted in the afternoon, leaving only a slight breeze.

My first time up was done in 1m36.8s. Unfortunately, with only 16 riders on the start sheet, there was only 20 minutes to recover for the second effort, which was nowhere near enough. The second time up I lost too much time going too far into the red on the first half. I clocked 1m41s. My total time (3m17.8s) was good enough for fourth place overall and two seconds shy of bronze. I was quite disappointed with the result, but it is what it is.

Gray Turnock of Finsbury Park CC won the event with 3:06.8. Ralph Keeler, Cambridge's other representative, came eighth with 3:47.8.

The top five times were faster than recent years, so either the field was stronger this time or the weather conditions were more favourable.

There. That's it. It's time to put my feet up, and have a Lefe Blond or two!

WILLEM H. DE BOER

NOVEMBER 3

Traditionally the last hill climb of the season, the CC Sudbury hill climb was held in perfect conditions for the time of year.

After last year's washout it was great to see the clouds had stayed away for 2013 and the host club had done a great job of sweeping the road beforehand. There was a big crowd at the top and several clubs, including Ipswich & Boxford, had led club runs there to cheer on their boys as well as everyone else gurning up the short, steep hill.

The only downside was the wind. It was blowing pretty strong at the top and it was pot luck if you got hit with a gust or not. The wind prevailed and this year's winning time of 51.2 seconds was about 6 seconds down on 2012.

I came in with 58.4s to 14th place. Based on the total number of riders being 50, I set a target of a top 15 placing. So job done and a big improvement on last year.

Ralph Keeler came 18th with 59.7s.

That topped off a very short hill climb season for me. Bring on next year.

CHRIS PEARCE



Chris digs deep at the CC Sudbury hill climb

Mclean makes Cambridge News

OCTOBER 10

CCC's very own David McLean was interviewed in the Cambridge News in October, telling the story of his time as a professional riding for Italian squad Meridiana-Kamen in 2012.

After a great start his time living the dream came to a premature due to unfortunate health problems.

To read the interview go to <http://bit.ly/1an1kBT>



Spinning in the rain

OCTOBER 20

After miserable weather the previous week led to having no GT riders at Addenbrookes, I was pleased when I saw four the following Sunday to join me on a 70k route to The Mocha café in Saffron Walden. The weather was again unkind and we quickly lost one of our group; the poor chap struggled with the weight of his hybrid and turned off, despite my assurances that the ride would get flatter after Balsham.

That left my honourable self, "Gentleman" Paul, Oli "the younger" and "Crusher" Zoe. The rain gave us a good soaking right at the start and didn't abate until just before the café. But, as Zoe said (in a voice reminiscent of Vinny Jones), it wasn't cold so it could have been worse.

After a snack at the awesome Mocha and an in-depth discussion of winter kit, we headed off towards Flint Cross, via Wendons Ambo. Avoiding an unexpected closed road, Zoe soon picked up the pace and our miserable 23.5kph average soon became 25.3kph.

It was now sunny enough to remove anoraks, except for Oli who had somehow survived the whole event in shorts and a T-shirt. We slowed down to help him out and went our separate ways in Shelford, except for poor Oli, who lives down Mill Road so had to listen to my words of wisdom almost to his front door. It was a ride of great camaraderie enjoyed by all.

CHRIS ADAMS



Peak performance



In unusually fine autumnal weather Wes tackles the Ingleborough, the first of the three highest peaks in Yorkshire

SEPTEMBER 29

If the organisers of the Three Peaks Cyclocross allowed it you would probably consider using a full suspension mountain bike. You can't do that, though, because the rules predate the invention of such things by several decades. Failing the MTB option you might try going on foot, only that isn't permitted either -- not without carrying a bike that is. As it is, the race must be ridden on normal rigid cyclocross bikes, even though much of the route is too steep to ride. The race tackles the 723m high Ingleborough, Whernside (736m) and 694m Pen-Y-Ghent in a 61 km loop across the Yorkshire Dales with a few road sections to join the peaks together. It is this race that the foolhardy Cambridge CC stalwarts Wes Ullrich and Ed Far-

nell bravely entered "for fun" in late September 2013. Here is what happened...

In a change from tradition the weather was unseasonably warm, with clear skies, good visibility and a fresh, if gusty wind. Wes and Ed started a couple of hundred places back in the almost 700 rider peloton in Helwith Bridge. The bunch is uniquely dangerous in this race because it's made up of both of cyclists that did a bit of fell running as training and fell runners that did a bit of cycling as training, add in nobbly cross tires pumped to about 35psi and you have the perfect recipe for a scary first few road kilometres before the Ingleborough ascent. Oliver Caddy and I were ready and waiting on support duty on the descent of Ingleborough when we saw Rob Jebb descend the mountain, he had already taken the lead at this point. Apparently he had



Ed looking suitably concerned about the chances of keeping his kit white by the end of the day

done this by simply not braking during the sheer and direct descent of the boggy hillside.

The Three Peaks is more than a test of fitness, it tests bike-handling ability, too. The bottles were changed smoothly for our riders as they continued on the road to Whernside, with Ed only a few minutes ahead of Wes. Later, over a pint at Settle's Golden Lion pub, Wes and Ed told us tales of 40mph gusts at the summit which whipped naïve, deep-rimmed riders right off the mountainside, clear into the air and straight into the Yorkshire sunset, never to be seen again.

The next stop for Oly and me was the Whernside descent. There we met Ed, who needed to stop to pump up a semi-flat tyre that had punctured and resealed itself at some point earlier in the day.

Unfortunately, as I scrambled to remove the track pump from the rucksack, only half of it emerged, the other half remaining at the bottom of the bag. As Ed left, minipumped to as high a pressure as possible, Wes arrived in need of drinks and gels before continuing on another road section to the final stint up Pen-Y-Ghent. Unlike the first two peaks you must come down Pen-Y-Ghent the same way you went up, which causes an untold number of near misses, especially if you consider the tiredness of the riders, the support crews and spectators walking around, and even the odd rambler.

We arrived in time to see first Wes, then Ed, descend the track to the main road and on to the finish. Ed had lost some momentum from his puncture and Wes had passed him. Both finished with very respectable times and placings. Ed was 165th with a time of 4:13:56 and Wes was 109th with a time of 4:03:15. Not bad for a field of nearly 700 and I suspect they will be back next year.



DAVID MCLEAN All of the competitors rely on roadside support from friends to keep on rolling

Three Peaks Cyclocross video



Watch scenes of the Ingleborough ascent and the footage of the spectacular route down from Pen-Y-Ghent <http://youtu.be/IDP9STnZpvQ>



This film tells the story of one of the hundreds of people supporting riders in the 2013 race <http://youtu.be/W50YBgHGkDo>



SEPTEMBER 14

"The first hour is full gas. You'll be averaging well over 40kph until you get out of town where the bunches form. Get into a lead group do your best to stay there to stay within the rolling road closures. You do not want to be left on your own. And watch out for the Belgians..."

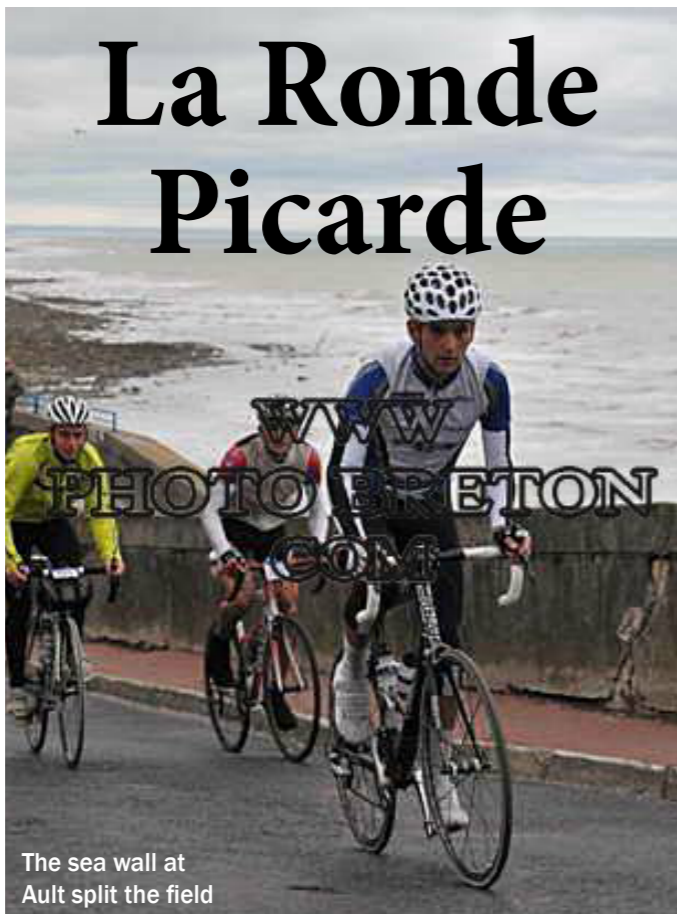
It's a little after 7am and I'm waiting behind 500 cyclists in Abbeville, Northern France, receiving my briefing before the start of the 2013 Ronde Picarde. The organiser claims the route is easy due to its relatively flat profile, but 187km across the blustery bay of the Somme is never going to be easy.

The rain fell all night but has now eased to a drizzle. There's a dozen of us in our group, with the majority having done the event before. We had planned to arrive early to ensure we were at the front of the ride, but a flint the size of a Stone Age axe resulted in a flat front wheel on the way to the départ.

Behind us stand another 500 cyclists and fellow CCC members Simon and Alan don't look pleased; I suspect they regret taking up my invite.

The signal is given and we set off. I'm determined to get as near the front as possible so I ride hard as we fly through quiet French towns and villages. As we enter the bleak and grey countryside of the Somme bunches have formed as riders look for shelter and by my reckoning I'm in the second or third group. It's undulating and I find myself fighting my way up through the group on the flats in order to not get spat out the back on the punchy climbs.

There is debris all over the road from the overnight downpours. Avoiding the stones and mud is as much of a challenge as holding on to the back of the group. And this is no friendly club run with



The sea wall at Ault split the field

people looking out for each other. Echelons form on the exposed sections and riders make the most of the closed roads by riding gutter to gutter.

The bad weather is wreaking havoc with tyres. Every few km someone drops out of our group with a flat. Another half dozen got taken out in a big crash resulting in a mass of twisted cyclists and broken carbon on a

greasy corner of a fast descent. As the group heads to the coast it gets smaller and smaller. I take on plenty of food knowing the pace will soon take its toll on me. We hit the seafront town of Ault and after taking a sharp turn to the right, riders are faced with a short, steep wall of a climb.

I reach the top only to realise our group has now split into two and I'm in the unenviable

position of being at the front of the second bunch. A French club cyclist pulls along side and gives the signal for through and off to get back on. I nod, expecting others to do the same but soon realise there's only four of us willing to work. It takes us a good ten minutes to reel them back in and only then do I realise I have a slow rear puncture. I drop off the back as I pass a welcome sign reading 5k to the feed zone, hoping there's enough air to in the tube to make it.

I search out the Mavic van at the stop and ask for an inner tube as I don't want to risk another 100k without one. He quotes me 10 euro and states its his last one. I hand over my money and watch him change replace my pricey tube in record time.

I was the first of our group to arrive and decide to wait for the rest. Simon turns up 10 mins later and we exchange stories about mental Belgians while munching on some bread and cheese.

It's another 20 mins before the rest of our group begin to roll in one by one. One of us has been caught up in a crash and was last seen climbing into an ambulance. We agree to ride together for the second half with the conditions not being ideal and several members suffering.

The rest of the ride was reminiscent of a club run, albeit on new roads. We share the work and jokes and wave at the few locals still on the roadside cheering us on as we roll past. There's one more opportunity to fill our bottles before the last run to the end. With about 5km to go there was a 1km climb to test the legs. The group inevitably split as riders raced up and over before the final drag to the finish just in time to see the winners climb onto the podium for their deserved rewards.

LUKE SIKKEMA



The flying Dutchman's 2013 retrospective

My second season of road racing has come to an end, and this year I am pleased to report it was lined with some success.

Unlike some of the other racers in our club, my learning curve with road racing has been a relatively slow affair. Last year it took about eight races before I finally got the hang of the pack-positioning game. I had the legs for racing, but the head needed developing. The beauty of road racing is that it demands mental and physical ability in almost equal proportions. Trying to win is all about optimising your chances of success before and during the race, and this requires skill, experience, luck and focus, but you need to have the legs to get you there.

The season's kick-off was the East London Vélo Road Race in late March. It was -3 Celsius before the start, and the race was delayed because the organisers had to clear a large amount of ice off the circuit. I was in the top 10 coming out of the final corner before an uphill sprint finish, but when I came out of the saddle to start my sprint, my legs seized up. I reluctantly had to watch almost the entire bunch ride past me. Not to worry, I told myself, the season is young and my form is coming. Staying positive is another important aspect of racing, perhaps even the most important of all.

The bulk of the summer was spent riding criteriums and other shorter races. It is this type of racing that seems to suit me best, with my physical make-up a rather peculiar combination of low bodyweight (66-67 kg) and a large proportion of fast-twitch fibers (lab peak power of 1,400+ watts). In school, my best event was the 100m dash (mind you, as a youth I was more interested in other things than physical activity); but running nowadays hurts my joints, and I have flat feet.

I started to get some placings. Two mass sprints later I was finally allowed to cut my 4th category licence in half.

The highlight of my season was Elveden Race 5. Before each race, I look



Willem racing among the higher categories as he strives to become a Dutch master

at the start list and see which riders are doing well that season, and how they tend to win. I found a rider who had won Race 4 in a break the month before. At last, someone who's willing to work. So I sought him out. In the penultimate lap, I attacked during a lull in pace and signalled said rider to "Come on!". He duly followed, and we opened up a gap of half a minute and stayed away. In the last



800 metres, he went early and I was able to sprint past him to take the win. I crossed the line first, arms aloft. Now that's a feeling that I can most definitely get used to!

I got ill in July and spent some time doing easy rides. Once I felt better, I seized the opportunity to race in my home town of Groningen, in the Netherlands. This part of the Netherlands is pan flat and windy, not for riders like myself. It was a criterium and featured some Olympic speed skaters, big guys who thrive in these conditions.

The racing is a lot more aggressive than what I am used to in the UK, and taught me some valuable lessons, including that a hole in the pack is never as tight as you think it is! I finished in the top 30 of over 100 starters. Not bad, but not entirely satisfying either. My successes earlier in the season had made me hungry for placings.

As a break from road racing, I participated in the club's hill climb. I had got bronze the previous two years, and with the top climbers gone (bye Basil, bye Owen!) I was able to claim silver, 0.7 seconds off of top rung, a well-deserved win by James Gill.

The last road race of the season was a longer one for my standards. I felt good for most of the race, but started to fade with 20 minutes to go. Cramp again got the better of me at the crucial point, and I had to settle for top 15. Staying power for longer races is definitely something that needs to be worked on for next season.

So that is it, my second season in a nutshell. I got 31 BC points in the 8 races that I participated in. That's a success in my books, and at the same time a learning platform to build on for next season. My goal for next year? To win more races!

WILLEM H. DE BOER



*Started well enough
Completely inconsistent
Not a single win.*

This was my first season away from the warm embrace of Cambridge CC, instead I was to ride with the (reasonably) local Elite team, Twenty3c-Focus – still affectionately known by those in the East as Orbea! This gave me the opportunity to ride at a higher level than I had before; our calendar included all the Premier Calendar races, a foray into Belgium, two Tour Series rounds and a selection of National A events. I was aiming to get some top 20s in National A events, which I did, once, but not without a fair amount of head banging.

My first races of the season – the early season British classics, the Jock Wadley and Wally Gimber road races – were both forgettable and unforgettable. I want to forget them, but never will. Both took place in sub-zero temperatures, with the Wadley being doused in snow and freezing rain, the Gimber being one of those ‘crisp’ winter mornings. Unfortunately, once you’re core temperature drops, your body takes the rational decision to forget about racing and keep you alive instead, leading to the ‘shut up legs and do what I tell you’ moment. To which the legs respond, ‘no, idiot’. I pulled out after less than an hour, along with most of the field. Only 11 riders finished, an early break that got ignored by a very cold peloton. I felt very glad not to be one of those poor souls.

After the local races we headed to Belgium for a week in early April to race, recover, race again and eat frites. Plus a bit



Owen in the time trial of the opening day of the Toachim GP, being presented to the crowd at Rutland. Below: Owen gets his face on TV as the Tour Series hit the streets of Aylsham



‘I’ll be happy if I can make my results more consistent’

of Paris-Roubaix was thrown in for good measure. We stayed in Brugge, which is an amazingly well preserved medieval town, providing a source of lovely cafés, beautiful cobbled streets and a great amount of peace for our down time – we had four kermesses to negotiate in 7 days. The races, on the other hand, were on straight, flat, windy roads with dozens of sharp turns each lap. No cafés, no peace and plenty of painful cobbles – nice to look at, not so nice to ride. True to form, I was ill going over and didn’t ride well in 3 of the 4 races. In one I had the pleasure of

starting at the front of a 270 rider field and watching them stream past me, one by one, until I dropped off the back. The one that did go well resulted in a bunch sprint (not my forte), but I got stuck in with a few solid attacks with the Lotto-Belisol and Omega-Quickstep U23 squads.

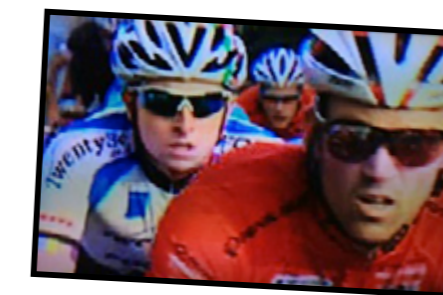
With good form from Belgium (being sub 65kg and getting a kicking gave me good form), I rode well at the Toachim GP 2 Day, putting in a devastating attack on the last day’s road race to put 5 minutes into the bunch and dropping my breakaway companions on the finishing climb, taking 30 seconds on the closest. It’s a shame the winning break had already got 4 minutes on the bunch by then. We didn’t catch them, though we took time.

The first ‘Prem’, the Tour of the Reservoir 2 day, was tough – really, really tough! There were crosswinds everywhere, boiling heat on a 10 minute climb, followed by hail at the top and a terrifying descent... in a straight line. Yes, the wind was that strong. I finished stage one in between groups 2 and 3, teaching me the importance of positioning when you hit a proper climb. However, moving up is easier said than done when the run in is at 50kph along a farm track. Stage 2

went better after a stern talking to from team manager Andy Lyons, telling me to ride to a standstill to hold the front group! It was one of those days where everyone knew what would happen; two crosswind sections. Crosswind section one: After the prime hill (thankfully not as hard as the previous day’s!), there was a left turn to an exposed main road. No prizes for guessing the aftermath! I was the last rider to make it up the prime hill with the lead group of 30. Being last man in the gutter in the crosswinds is not fun. Pop. After a surprisingly long wait, the second group of 20 caught me and we set about chasing down the leaders. I was in good company with riders from the UCI teams caught out as well. We made the junction on the very same crosswind section on the next lap, streaming through the gaps in a pile of bikes and bodies – the crosswinds took their toll in blood as well. Unfortunately, this led to crosswind section two: One minute you’re happily in the bunch, the next you realise that there are gaps everywhere and you’re out of the game. There was no fight left in them now and we pulled out at the next feed zone.

The Rutland Classic, Britain’s only one-day UCI race (you know, the one with the

silly off road sectors that makes Roubaix look smooth – trust me, it does!), I had my best form of the year (how depressing) and put out my best power values of the year, but got caught behind a crash that split the bunch. Those power values were set while clinging



to Joe Perret’s wheel as he drafted the Sigma team car at 70kph on the flat. I subsequently blew to pieces, but so did he, which makes me feel slightly better. Fortunately, I didn’t reach the off road sectors, as the crash was early on. I think I’d rather land on some soft bodies than ride those.

The Lincoln GP was interesting, a 1 in 6 cobbled climb followed by a technical 1 in 8 descent breaks up an otherwise flat race. Positioning is everything and the strong UCI teams are able to set up leadout trains for their protected riders,

shepherding them to the bottom of the climb at over 60kph. We deal with the scraps. I lasted two hours, until around about the time that Peter Kennaugh – yes, the one that led Froome up Mont Ventoux in le Tour this year – demolished everyone and rode away for the win.

The Tour Series came next, an incredible experience that cannot be explained. My only advice is to go to one and experience it for yourself, and while you’re there, try to imagine racing it at well over 50kph, sometimes nudging over 65kph. You wouldn’t do it in a car, that’s for sure. The noise is deafening, literally – it was buzzing in my ears for hours afterwards. The mix of adrenaline and caffeine keeps you awake well into the night and the fans love it. The only thing you won’t see on TV is how close we are. You’re only a few inches from crashing at any point and it’s a take no prisoners attitude that gets you anywhere – Alex Peters said to me it’s ‘flick or be flicked’, ironically it was him who I’d end up ‘flicking’, using my greater height to push him out of the way (by practically sitting on his arm). He’s my friend, but as he says, ‘flick or be flicked’.

The national championship is worth mentioning in passing, not for my result, but for the experience. It was, for all purposes, a kermesse in Glasgow. Start at the front, Owen. Check. Look for a good wheel. Check. Who? You ask. A quartet of Cavendish, Swift, Stannard and Fenn, I reply. Ok, it didn’t last long, but the crowds were great and no one else bar David Millar held their wheels. In defence of Cavendish, many see him as a sit in sprinter, but once his team mate, Andy Fenn, had got him in the breakaway and blown up, Cavendish was on his own, pulled his weight, covered all the attacks on the many tough climbs and destroyed Stannard in the sprint. He is lean and powerful and can climb, something that might not come across on TV.

My last good high level races were the Jef Schils Memorial and the Ipswich GP in September. A top 20 in the Jef Schils and a top 30 in Ipswich racing against the whole of the domestic pro peloton prepping for the Tour of Britain shows some potential for next year. If I can make results like that more consistent, I’ll be happy.

OWEN LAKE



A cold and unhappy peloton at the Jock Wadley. Only 17 finished out of 90 starters



Tokyo calling for Louis Rolfe

I started riding a tricycle at the age of five and soon found out my balance was very poor. As such I lacked confidence on a bike and found it really difficult to keep my right foot on the pedal. However I persevered with the trike and used it for my daily commute to and from primary school which was about a mile each way. I was happily using the trike for the next three years until my sister, who is five years younger, started riding a bike with no stabilisers I felt jealous that she could do that and it spurred me on to have another go on two wheels.

Our neighbour made me some oversized stabilisers with really strong springs; this meant that I could build my confidence slowly and eventually took the stabilisers off one at a time. Once I was on two wheels my parents took me over to Coldhams common near our house. My Dad would set me off and run along side me, providing words of encouragement and ready to catch me if I lost my balance. We used toe clips on the right pedal to keep my foot in place, this really helped.

Eventually I took the plunge and came off the safety of the playing fields and did some cycling with my family on cycle routes around Cambridge. This was really liberating for us as a family as I could never keep up with everyone if we tried to go for a walk together, but on the bike I was more in control and could easily keep the pace with everyone else. That said, we did have a rather disastrous ride along



MY STORY

I have cerebral palsy and hydrocephalus after being born ten weeks prematurely at The Rosie Hospital. My cerebral palsy affects the right side of my body (hemiplegia) and means that I have little use of my right hand and my right limbs are weaker. I am currently studying a Btec ICT course at Cambridge Regional College.

My PE teacher at secondary school was always really supportive and last year nominated me for the Roy Burrell award for overcoming adversity which I was very proud to win. Its great to think that I can encourage other young disabled people to give sport a try.

the Cam towpath when I lost control and cycled straight into the river, closely followed by my Dad who jumped in and rescued both the bike and me. It was a bitterly cold December day and I never made that mistake again!

Cycling has made a big difference to my life in many ways. I have two great friends who come cycling with me and we go on a mixture of rides from our home in Cambridge. Our favourite ride is alongside the guided bus route. We do

go further afield in search of some hills but with Cambridge being pretty flat finding a route with hills can be a challenge.

I currently have a road bike which has been modified with two brakes in one. This enables me to brake using only my left hand. The gearing system is still a work in progress and while I am able to change gear with only the left lever, it still needs perfecting.

My Dad took me to the National Track Championships in Manchester last year and I fell in love with the idea of riding the velodrome. We chatted to the paracycling development officer for British Cycling and stayed in touch and in November I was classified as a C2 paracyclist.



As part of the British Cycling paralympic development programme Louis gets regular access to the Manchester velodrome

In December 2012 there was a Parasport festival held in Surrey where people could try all sorts of paralympic sports and meet some of the 2012 medalists. It was truly an inspirational day. I did a trial on the GB paracycling stand where they had a watt bike set up and my figures for both the six second time and three minute time were caught people's eye. The coach contacted my parents to say that they thought I had potential and wanted me to attend some talent confirmation weekends in Newport. I attended three weekends over the spring months and in April was informed that I had a non-funded place on the paracycling development programme. I was thrilled to bits!

I started my training with the squad in April. My Dad took me up to Manchester and shortly after we arrived found that someone had smashed the back window of our car and stolen my specially adapted bike. I was devastated and this

meant that I started my first day at the GB training camp with no bike. It was a difficult start for me and meant that I was without a road bike for that week until I got home and got my Dad's bike modified as a replacement.

I attend Lee Valley Youth Cycling Club in Redbridge, London each Saturday, as well as cycling locally, following the training programme I am given by the GB coach.

Watching the 2012 paralympics was inspirational for me. I felt that if I can come this far with my cycling skills in four short years then

with the right training and equipment I could achieve my true potential and make cycling a big part of my life.

I have really enjoyed the training camps with the paralympic development squad. We trained hard in readiness for the Senior National Track Championships in Manchester in September. I focussed my efforts and

decided to enter only one event in this year's championships - the 3km pursuit race. I even invested in a Cambridge CC skin suit to ensure I had every advantage possible. Sure enough it paid off and I was very pleased to beat the only other C2 paracyclist in the event and also break the British record with a time of 4:20.561. Now I am focusing on getting my time closer to the world record!

A big goal of mine is to make it to the Paralympic games. I would love to make it to Rio but I will only be 19 in 2016 and still be developing as an athlete. My coach believes that Tokyo 2020 should be my main focus - it just seems like such a long way away!

I am competing in the P1 internationals in Newport at the end of this month and I intend to come cycling with the club more on Sunday mornings as it would be great for my training!

**I AM NOW
FOCUSSING ON
GETTING MY TIME
CLOSER TO THE
WORLD RECORD**



LOUIS ROLFE



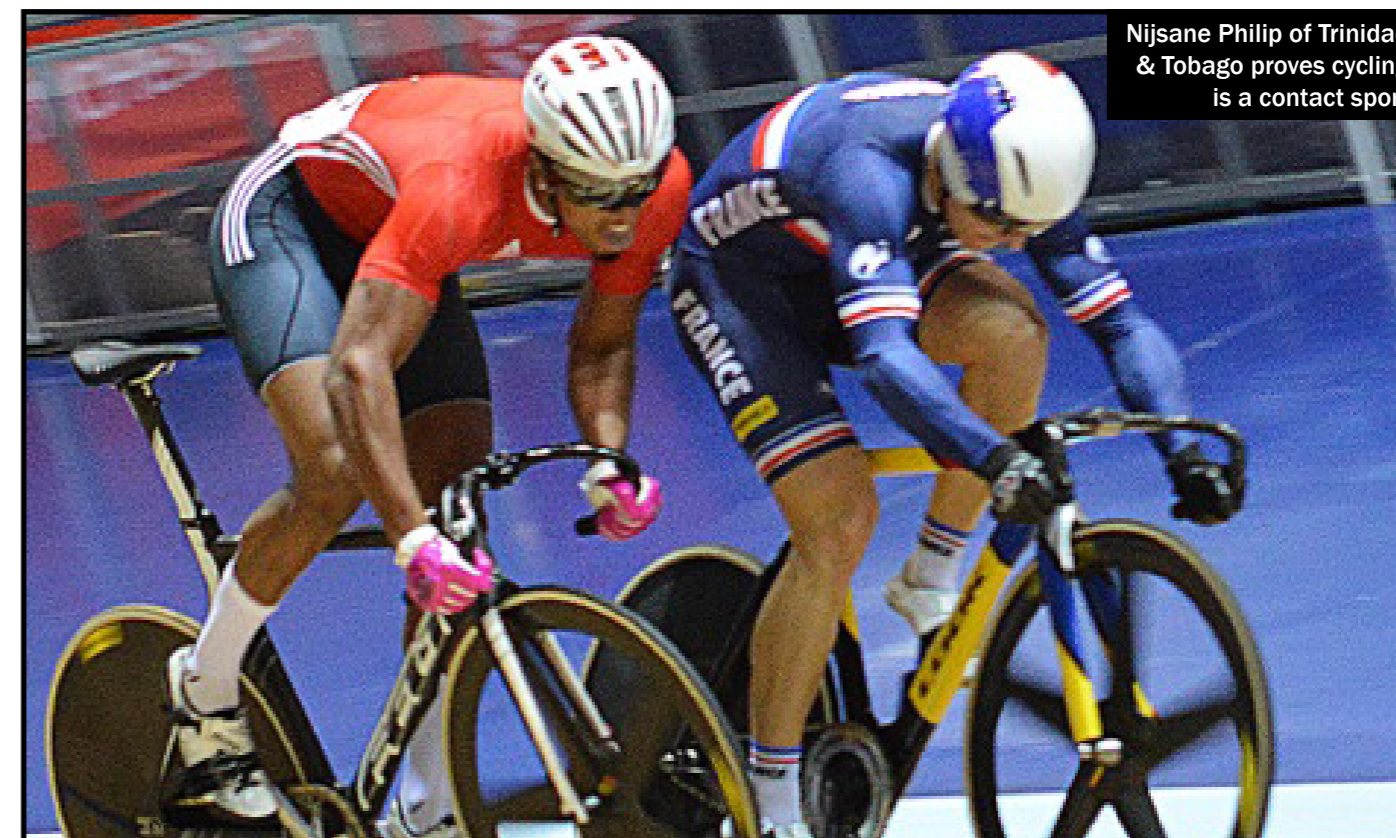
Gallery: Track World Cup Manchester

Phil Mynott and Malcolm Kitchen went up to catch some of the action at the UCI Track World Cup at the Manchester Velodrome earlier this month. Not content with simply watching Olympic medal winners and world champions flying along the boards, their main purpose was an educational one: "We needed to pick up some tips on how to improve our sprinting technique to ensure we arrive first in line for cake at the Sunday club run cafe stops".

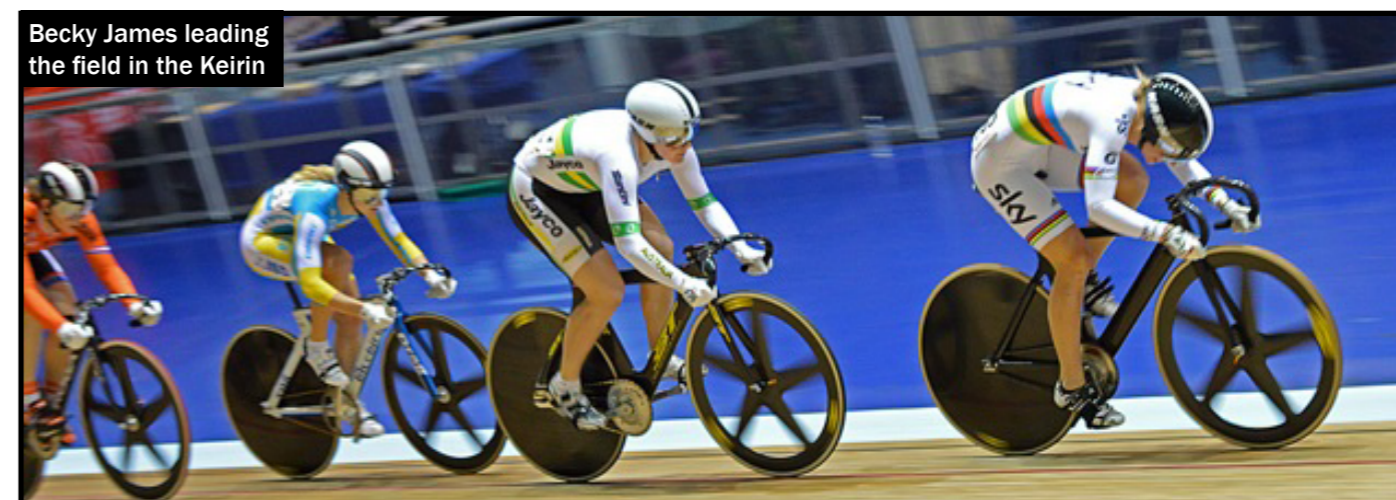
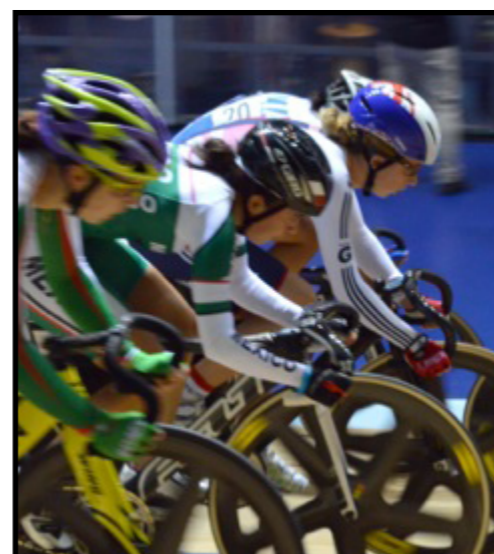
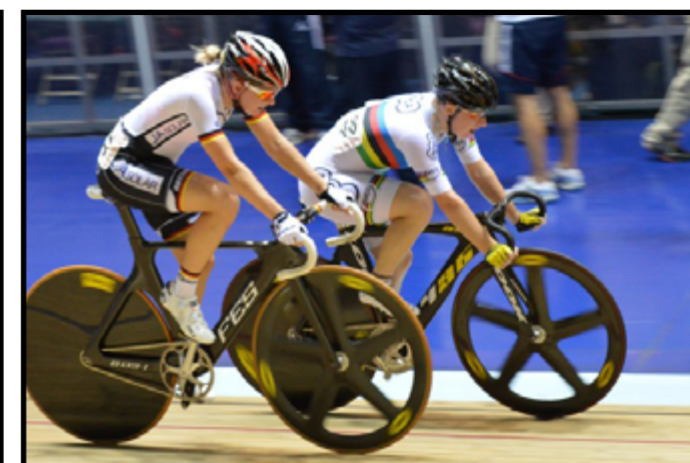
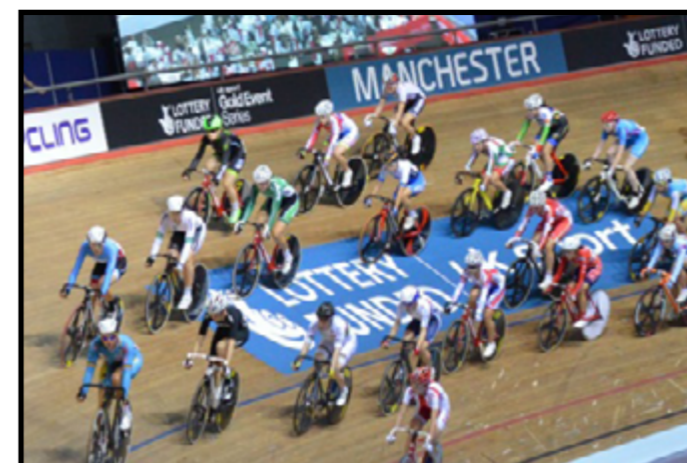
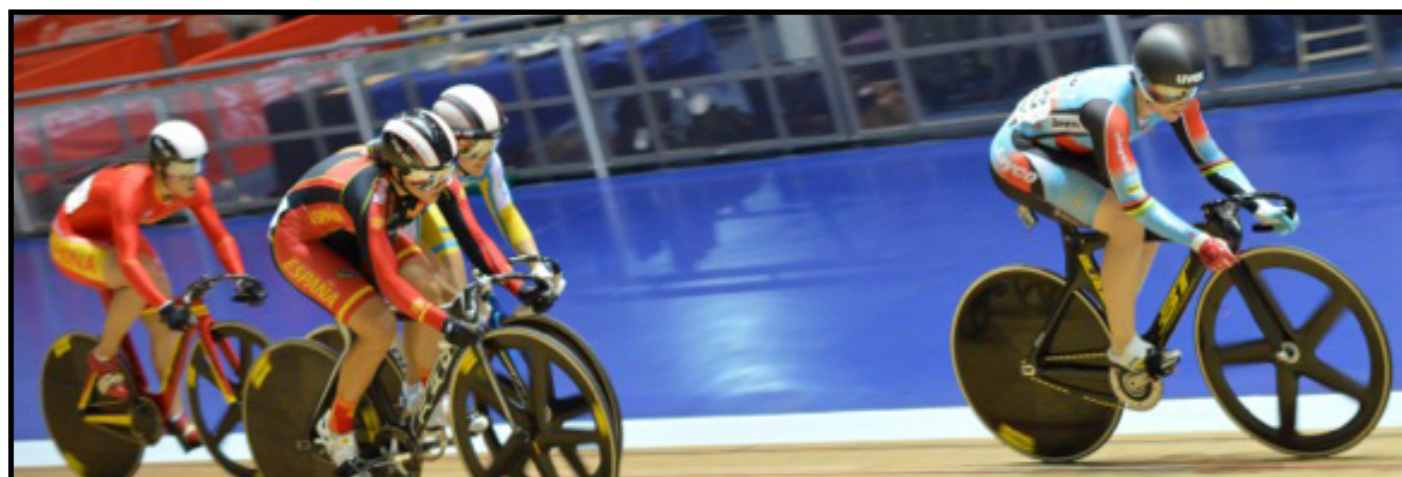
PHOTOS: PHIL MYNOTT



Laura Trott in the Omnium pursuit



Nijlani Philip of Trinidad & Tobago proves cycling is a contact sport



Becky James leading the field in the Keirin



There are a series of basic rules to follow in order to ride properly in a group, and yet it is often surprising how few people know these rules.

If you are new to the sport, this will help for your next group ride, if you are old to the sport, this should be a useful recap of what you already know.

1: IT'S NOT A RACE

A group ride is NOT a race. You are not to attack off the front or try to show everyone how strong you are. That's what races are for.

2: BAR-TO-BAR

Whenever riding in a group, you should be riding two by two, side by side and be perfectly handlebar to handlebar. Do not at any time sprint ahead and disrupt the flow. Riding with your bars ahead of the rider beside you is called 'half-wheeling' and is the fastest way to lose friends.

3: PEELING OFF

When you are tired of riding at the front and you feel it is time for you to go to the back, make sure the rider beside you knows you are tired and want to go back. Once you have both established that you are going back, check briefly that there isn't someone overlapping your back wheel, then both riders slowly and gradually move to the outside and let the group come through the middle. Do not suddenly veer off to the side; peel off in a steady and controlled manner.

4: PULLING THROUGH

When the two riders ahead of you peel off, it is your job to come through to the front and pull the group along. If you do not want to ride at the front because you are tired or less fit than the rest of the group, it's too late to avoid it now. Once you are second wheel, you must come through to the front. Maintaining a steady speed, squeeze through the gap and go to the front.

5: TOO TIRED TO GO TO THE FRONT

If you do not want to go to the front, sit at the back and let the riders coming back from the front of the group slot in ahead of you. It is not acceptable to work your way up to the front of the group and then look around acting lost and confused, slow-



The rules of a group ride are the same whether you're a pro or a club rider. The team car is optional

10 rules for good group riding

ing down because you don't feel strong enough to be at the front. If for whatever reason you do find yourself at the front, go through and take what is known as a token pull. You go to the front for a couple seconds, agree with the rider beside you that you are both peeling off, and go to the back.

6: GAPS

There should be no gaps in a group ride. As soon as you see a gap, fill it by riding into the space in a steady and controlled manner.

7: MOVING ABOUT IN A GROUP

If you need to go to the back of the group, or need to move away from the side of road because the road is damaged or obstructed, just steadily move in whatever direction

you want to go in. The key to all group riding is to do things gradually and steadily.

8: OBSTACLES AND HAND SIGNALS

All obstacles should be warned of by a simple hand signal. When you see an obstacle in the road ahead of you, put your hand down and give a signal that lets the riders behind you know in which direction they should go to avoid it. Traditionally a quick wave of the hand will suffice. If you only see the obstacle at the last minute, ride through it! Better to get a flat than to take down the whole group.

RULE 9: YELLING

The problem is this: When you are more than two riders behind the person yelling, all you can actually hear is a general

"Blurrrrrr!" being yelled. So while everyone should be keeping their eyes peeled for general speed changes and obstacles, suddenly the majority of riders are looking around wondering what the obstacle is that has just been yelled out.

10: SLOWING AND ADJUSTING SPEED

This is probably the biggest crash causer on group rides. For some reason, when someone slows down ahead of them, a lot of riders jump for their brakes, slam them on, almost skidding and taking everyone down with them. You should be riding ever-so-slightly to the side of the rider in front of you, so when they slow down you either stop pedaling and start to slightly overlap your front wheel with their rear wheel, or you touch the brakes gradually,

once again using the "wheel overlap" as a buffer zone so as not to slow down too suddenly for the riders behind you.

These may seem like a pointless bunch of snotty, European, old-school rules, but they come from very simple principles of general safety for a group ride. So stick to them, and spread the good word to your fellow newcomers to the sport.

For any club rider worth his or her salt, these are not even thought of as rules. They are instinctive and are a natural part of riding. This may be why some road riders can come across as rude and arrogant. Ride etiquette is so second nature to them, that in their eyes the only reason anyone would break them would be on purpose.

Adapted from PezCycling News.com

My secret? It's all about the bike (fit)

We talk a lot about the need to ride with good group discipline but that means



riding very close to other people. Even experienced cyclists find this hard to do, especially if their experience doesn't include road racing. Look at most of our groups and you'll see that the front three pairs are reasonably close together, but after that the gaps between the riders grow: both lengthways and widthways. We're not actually three abreast, but we're no longer a narrow column of pairs.

It isn't just inexperience that makes riding close to other people difficult. A much underrated aspect of bike setup is the effect that it has on handling. Why do triathletes have such a terrible reputation as bike handlers? Largely because the triathlon bikes that they ride handle like pigs - and, unlike 'real' cyclists, they're too ignorant to know better.

But how many of our members (and how many modern cyclists) are 'real' cyclists: dyed in the wool clubmen who started as juniors, raced their way through the categories, know every backroad and every shortcut and, more significantly, understand the significance of their bike's frame geometry? That's a rhetorical question, by the way, and not a dig at anyone. My point is that how a bike is set up makes a huge difference to how it handles, which can make it much easier and less stressful to ride in the close confines of a club ride.

I don't like telling people that their bikes are badly setup and that they should come to me and buy a fitting - but perhaps I should get over it. Bike fittings are not just about power, aerodynamics and injury prevention. The biggest benefit by far is stress-free cycling, and stress free cycling for those around you.

TIM WILLIAMS

Tim@PerfectCondition.ltd.uk



Sun, sea, sand and cycling

MARCH 22-30 2014

Cambridge Cycle Club is pleased to announce its 2014 training camp in Mallorca. The camp, in association with the Cambridge Triathlon Club, is open to all members (except unaccompanied minors) and is particularly targeted at the people in the two clubs who train regularly together on the weekly rides in Cambridge. It will be organised and run by Tim Williams (www.perfectcondition.ltd.uk), who has many years experience of running training camps in Mallorca.

The camp will be based on a structured programme of group rides, and will include ad-hoc group and individual coaching sessions and discussions. The groups will be along the lines of those we already ride in:

n Racers: - Sporting plus, fast chaingang, BCF license holders. The programme will include long rides, fast group rides, chain gangs, and lead out and tactical practise. Time trial.

n Sportif:- Sporting and tri-club chaingang. Long mountain rides, technical descending, fast group rides. Time trial.

n Conditioning:- Intermediate, tri-club medium chaingang. a group, or groups, for those who want to want to do all or most of the above, over the best roads and scenery, but feel that they might not be able to keep up with the faster groups.

What if you're not sure that there will be a group for you? Please talk to your regular riding group or those who you know ride at a similar speed to you.

Tim will structure the camp to try and

ensure that you get the most out of your time without being too tired to enjoy it. He knows pretty much every road on the island so you are guaranteed to get the best riding that Mallorca has to offer (and that's pretty much as good it gets anywhere).

We're trying to make the camp as affordable as possible. The two clubs have agreed to subsidise the running of the camp so that we can include airport transfers. The cost will be £390 for a single room, £350 if you are happy to share a twin room and £330 if each if you book a twin room as a pair. You will have to book your own flights to Palma. Currently they are under £100 return with Easyjet (though bikes and luggage are extra). The prices will increase as the flights book up.

We'll be staying in El Arenal. It's close to the Airport and close to Palma. It's a great base for cycling, with access to the whole island, and for chilling out. For triathletes, or those who simply fancy a swim, there is a new swimming pool a five minute walk from the hotel and the sea is one minute away. The promenade is largely traffic free for running and there are some trails within easy running distance.

Precise hotel details are still to be confirmed, however accommodation will be 3-star half board.

To reserve your place we require a £55 deposit. Please contact Tim (Tim@Perfect-Condition.ltd.uk) for a booking form.



CCC is now on Twitter

Follow the club's account @Cambridge_CC and tweet us your pictures, stories, race results and achievements. Soon after the club's account was created Twitter floated on the New York Stock Exchange and their share price hit a frenzy. A coincidence? Probably.



Club t-shirts

The must-have item for 2014 is a Cambridge Cycle Club t-shirt. Designed to be worn on those rare occasions you're not on your bike, it's perfect for the podium, home, the gym or, if you can get away with it, work.

100% cotton, slim fit, pre-shrunk, available in sizes medium - extra-extra-large. Only £7.50.

To order a t-shirt or any item of club clothing please contact our club clothier Ken Miller by email at: clothing@cambridgecc.co.uk

WANT TO CONTRIBUTE?

Feedback, stories and pictures can be submitted to the editor, Luke Sikkema, at sikkema82@gmail.com