



NEWSLETTER JANUARY 2020

Editor: Andrew Grant

newsletter@cambridgecc.co.uk

Hello ... and a belated Happy New Year to all our readers – not that we have any readers as yet, because this is my first newsletter, having taken over as editor from Phil Horton at the November AGM.

One of the unusual things about Cambridge CC is that though it is a large and vibrant cycling club - easily the largest in the area with over 300 members - most of those members rarely meet each other and many of them have little idea of what those outside their immediate area of interest are getting up to.

Part of the reason for this is that we live in an increasingly digitalised world of virtual relationships and in all aspects of our lives meet people face-to-face less often than earlier generations, while the virtual world of social media is too often an echo chamber that reflects only our own preoccupations back at us.

That's a pity, because there is a huge amount going on in Cambridge CC, and one of the points of a club is that it should aspire to be more than the sum of its parts, so that the different interest groups support each other and there is cross-fertilisation between activities.

Lacking a club room, or any regular meeting point other than Addenbrookes car park on a Sunday morning, where in any case, people tend to know only their own club run regulars, or at best, those one group faster and one slower, there is a tendency for us to operate in silos of our own comfort zone, beyond which we rarely venture.

The logical and diminishing direction of this process is increasing fragmentation, so that in reality there is no Cambridge CC, but a loose federation consisting of, for far-from-exhaustive example: Cambridge Touring Clubrun CC; Cambridge Intermediate 16 Clubrun CC; Cambridge Sporting Plus CC and friends; Cambridge Cyclo Cross CC; Cambridge Road Racing CC; Cambridge Time Trialling CC; Cambridge once-a-year Hill Climb CC and so on.

You get the picture.

This was brought home starkly at last November's AGM, which was spectacularly poorly attended and at which it was not possible, on the night, to find volunteers to fill all the roles necessary to meet the club's commitments, even for continued existence as a club.

Since then, I'm delighted to say, Tom Begg has stepped forward to take over organisation of the ***Ike Saul Road Race on 15th March*** and to be the Club's delegate to the Eastern Road Race League.

The Ike Saul Road Race is a major undertaking and clubs are judged on the quality of their open events. It can't happen without help from members who have no particular interest in Road Racing and, indeed may have no ambition ever to race at all.

Tom is currently looking for volunteers, so please do offer your services. If you've never had anything to do with a road race before, you might even find you get a taste for it.

I will forward your message if you email me at newsletter@cambridgecc.co.uk

Club time trials, however, remain on life support, though an emergency response unit in the shape of Nick Jackson has offered to take on the role of Assistant Time Trials Secretary as a purely administrative and organisational job.

How this will work, if it does, is that Nick will monitor the table of volunteers week by week. If no volunteer has come forward for the job of organiser-on-the-day two weeks before the event is scheduled, it will be cancelled.

If a volunteer organiser has come forward, but any of the other jobs are still not filled one week before the event – that is, at 9.00 am on the Friday immediately preceding the event on the following Thursday, the event will again be cancelled.

Once the season is under way, that effectively means that the last chance for ensuring all roles are staffed and the following week's event can go ahead is the current week's Thursday evening time trial.

You can volunteer by looking up the vacancies under ***Time Trials -> Helpers*** on the club web site, where you can find the schedule of events and the current volunteering vacancies, and emailing timetrials@cambridgecc.co.uk to volunteer. The first event is on Thursday 2nd April on a new course at Madingley.

The club also promotes three prestigious open time trials, all on a local course based at Hardwick. The organiser is Chris Dyason and he, too, will be seeking volunteers in due course. The dates are:

Saturday April 11th; 2pm - 15 mile event.
Sunday June 14th, 8am - the Viking 50 - a historic 50 mile trophy event.
Sunday September 13th 9am - 25 mile event.

Please bear in mind that all club members are committed, as a condition of membership, to helping with the organisation of the Club on at least two occasions per year.

Furthermore, to be eligible for any club championship, including the evening time trial league, members must have contributed their services to the organisation of the club on at least two occasions during the year.

Whilst we're on the subject of time trials, all members need to be aware of a new rule introduced for 2020 by Cycling Time Trials, the national governing body:

“No competitor shall be permitted to start either a Type A or Type B event unless such competitor has affixed to the rear of their machine a working rear red light, either flashing or constant, that is illuminated and in a position that is clearly visible to other road users.”

This applies equally to open (type A) and club (type B) events.

I wrote earlier about how relationships through social media have in many ways substituted virtual relationships for face-to-face ones. Ideally, this newsletter could become a sort of “virtual clubroom” where news and views are exchanged and members get to hear about activities and from people they rarely if ever encounter or meet in the flesh.

If that is to work, I need your contributions and news. I would love to hear, for example, from the Road Racing members – let us know what’s been happening, because I know a lot has - from regular participants in sportives and from gravel bike enthusiasts if you’re out there.

If you have been making news, please don’t wait for someone else to write about it and please don’t be modest or reticent.

There is space here, too, for opinions, polemical and controversial, if you like, and I’m happy to start the ball rolling. Unquestionably the most successful aspect of the club, at least measured by numbers of participants, is the Sunday clubrun and Sue Taylor, the Club Runs Captain has contributed an excellent overview in this issue, at the end of which, she includes a restrained and polite reminder about mudguards.

Personally, I feel this is an entirely fitting subject for polemic rather than politeness, so I shall exploit editorial privilege by inveighing against those who regularly turn up for winter club runs without a full-length rear mudguard and a mud flap, which needs to extend to well below the level of the bottom bracket to be effective.

Frankly, turning up on a January Sunday on a stripped-down racing bike just to ride to a café through muddy lanes at 16mph is an act of masochistic madness. It’s also selfish, since it leaves anyone riding behind you covered in mud. Short rear mudguards are morally even worse (if less madly masochistic) since they spray everyone else whilst protecting their owner. If this describes you and/or your bike, at least have the decency to ride at the back, where you’ll get an easy ride in the dry behind everyone else’s mud flap without ever doing a turn on the front. Your enlightened double-self-interest will thus be its own reward.

A club run is no place for mad, selfish masochists. It’s time such people were made to feel like the pariahs they are. Ride leaders are entirely within their rights to exclude them from the group and should do so, unless they are complete newcomers, when they should be asked to ride at the back.

But preferably, for club runs on wet winter roads, if you aren’t prepared to fit full-length mudguards and a rear flap, ride on your own, or confine yourself to the company of other mad, selfish masochists.

End of rant. Have a good 2020.

AUDAXITY

Paris-Brest-Paris 2019

Martin Stefan



We rode to the start early on a mid-August Friday morning; a group of around 60 UK riders spilling out of the overnight Newhaven-Dieppe ferry before dawn into rolling countryside and gradually strengthening headwinds.

Just a hundred miles or so to ride to the historic town of Rambouillet, on the Western fringes of Paris, but the journey to reach that point had taken me about a year. A 600km pre-qualifier in 2018, routine 200km outings at least once a month over the winter, and then my qualifying *Super Randonneur* series of 200, 300, 400 and 600km brevets, culminating in the legendary Bryan Chapman Memorial, a Welsh End-to-End traversing a



figure-of-eight loop between Chepstow and Anglesey via some familiar mid-Wales hills and the mountains of Snowdonia.

Two more 600km rides for good measure, an overnight 300km, and a few hilly rides in Croatia a couple of weeks before. And two or three long evenings in the pub,

swapping stories and advice with more experienced Cambridge riders including the two Nicks – Jackson (of CCC), a many-times PBP *ancien*, and Wilkinson – a local Audax organiser famous for having completed the last edition, 4 years earlier, on a Brompton.



I'd splurged on a hotel in the centre of Rambouillet – close to the start and buzzing with randonneurs of all nationalities – so the following morning I was up early to beat the queues for the bike check. It was starting to rain – it would pour down for the next 24 hours – but after resolving a minor hiccup involving temperamental dynamo lights all was deemed well with my bike, a steel Condor Fratello, heavy but comfortable. I picked up my documents and frame badge from a huge barn in the National Sheepfold and the rest of Saturday was spent lounging and re-packing, followed by an evening meal with Audaxing buddies at the creperie.

An enormous breakfast on Sunday morning – the hotel staff had clearly never seen anything like it – and as much rest as possible. I'd secured a late



checkout and dozed in my room. The rain began to clear -it stayed pretty much dry for the rest of the event - and at around 3pm I rode the kilometre or two up to the start area for a pre-departure meal and a look around.

I was pleased to bump into Claire from London, with whom I'd shared the last half of a hilly 400km, took a selfie with Nick Jackson and chatted to John Jukes, another CCC rider who would be setting off early the next morning in the 84 hour group. At 5pm I was in the departure area, joining the second wave of 90 hour riders. The elite vedettes, riding to a limit of 80 hours, had set off ahead of us, Nick Jackson among them; followed by the velos speciales - tandems, recumbents, velomobiles and the like, alongside some beautiful vintage bikes.

I spotted some friends from other rides and joined them in the queue, immediately behind Fiona Kolbinger, *(below right)* recent

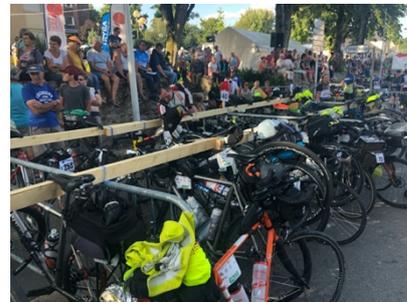


winner of the TCR, who had ridden down from Brest to join the start of this

ride (a cool-down, perhaps?). And before we knew it, our brevets were stamped and at 5.30pm we were off through the first control gate and turning sharp left into the forest of Rambouillet.

The intermediate control times for PBP start quite tight, so it is necessary for the vast majority of participants on the 90 hour

start to ride through the first night and day. I decided to hang back and not get involved in the more exuberant and sometimes undisciplined riding at the front, but made good progress to the first control at Villaines (217km), reaching it at 3.30 am in



10 hours. After this my pace began to slow through the night.

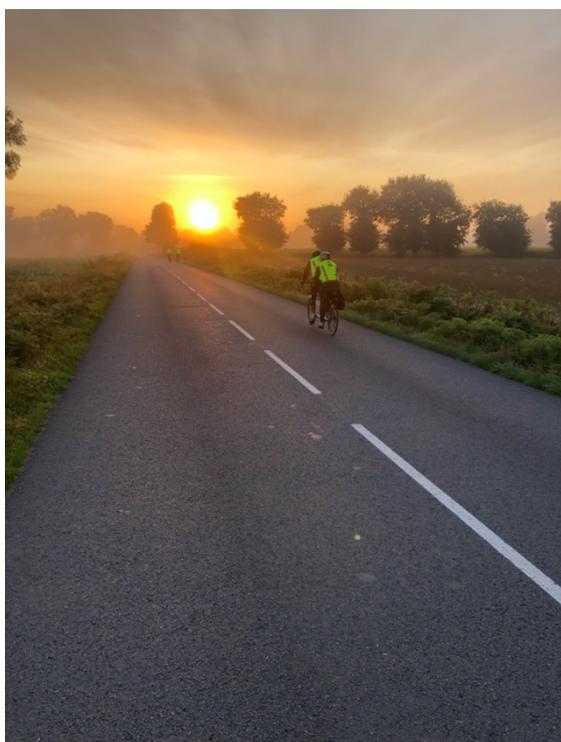
The next day felt like a bit of a slog through interminable rollers and riding mostly solo into a headwind, before reaching the sharp, pretty and enjoyable lanes west of Loudeac. The streets of the Breton towns and villages were lined by enthusiastic supporters offering encouragement and sometimes free crepes or coffee, and often enjoying a bit of a party for which we riders provided the moving wallpaper.

At the "secret control" in St Nicolas-du-Pelem, reached at 9.45pm with 490km completed, I was ready to pay a few euros for a camp bed in the school hall, and had a good three hours sleep despite the rather noisy environment. I was up at 1am for the hilly stage to the high point of the route at the Roc'h Trevezel, the dawn descent of which was much harder than the climb, painfully slow and impeded by freezing cold conditions, stomach cramps and the fear of falling asleep.

My spirits restored by a breakfast galette at Sizun, a short roadside nap, and the warmth of the morning sun, I reached the half way point at Brest, just over 600km and 40 hours in, with a little over an hour

in hand. The lunchtime climb back up the Roc'h, fuelled by another galette, felt much more comfortable than I'd been expecting; but I still had to make up time so I pushed on right through the following night, teaming up with my Cambridge friend Alex between Loudeac and Fougères to get back on track and on to the endlessly rolling terrain heading east towards Paris.

A photo stop to capture an incredible dawn,



and a brief morning nap in a bus stop followed by an enormous mid-morning bowl of pasta in Fougères, and my energy levels improved to the extent that I even enjoyed a bit of gentle competition with some Seattle randonneurs on the hills approaching the party town of Villaines-la-Juhel, descending the high street to cheers and shouts of “Bon courage!”. A quick bite to eat in a cavernous village hall before the climb back up to Mortagne-au-Perche, which I reached with Ricki, another UK randonneur, just before midnight.

Unfortunately a ride as long as Paris-Brest-Paris is unlikely to be completed without at least one crisis and mine waited until that final night. It was 3am and I woke up with a start. The floor of the control at Mortagne was rock hard under my improvised sleeping mat (an insulated shopping bag, cut to size). Everything ached. A stranger, six inches away, was snoring loudly into my face. I'd overslept by two hours. Furious with myself that I might have blown it less than 140km from the finish, I forced myself up, doing the mental calculation. I could still hit the control in Dreux by my deadline of 7.46am. Normally, 77km in four and a half hours would be easy. But I had 1100km in my legs, less than seven hours' sleep in the last three days, and I didn't really know what the profile of this next stage was going to look like.

By 3.15am I was on the move, accelerating into the mist down the hill, through stone villages. A minor route change briefly confounded me and I doubled back, looking for a missed direction sign. Then onto some rolling terrain, a fast rider overtaking me – I tried to hang on to his wheel for a kilometre or two before concluding that he was too fast. A bit further on another rider and I teamed up wordlessly, taking equal turns at the front, overtaking hundreds of zombie cyclists labouring up the hills. By the time we parted company,



an hour later, thanking each other, I knew I'd broken the back of the stage. Soon after, a tight, fast peloton came by. I jumped on, and we sped into the dawn, two moto riders with whistles ensuring the junctions were safe. As the group – inevitably – began to fragment, I dropped back; the riding was becoming undisciplined and scary. Not much later I passed a rider walking, pushing a damaged bike. But the terrain was now East-Anglia flat and I rolled into Dreux, the penultimate control, at 7am, 45 minutes ahead of my control time and knowing that, bar unforeseen disasters, I was going to finish within my time limit.

The adrenaline released by my panic about oversleeping had probably done me a favour. A leisurely breakfast, and an enjoyable last stage was spent chatting with fellow riders and taking in the scenery before riding into Rambouillet for a final lap around a cobbled courtyard to complete the ride – 1223km - in a little over 89 hours.



If this has given you a taste for monumental mileages, sleep deprivation and bone-wearying physical exhaustion, Terry Dickerson, Cambridge CC Audax secretary, is organizing a 200km Audax for the 10th May, details of which can be found here:

<http://www.aukweb.net/events/detail/20-130/>

whilst Cambridge Audax are also running a 200km event in March.

Details here:

<http://www.aukweb.net/events/detail/20-276/>

2019 TIME TRIALLING RETROSPECTIVE

Last season was notable for the fall of a number of club team records at the shorter distances.

Whether this was coincidental with or consequent upon, the emergence of a number of younger fast men elbowing aside the prevailing gerontocracy of recent years is a moot point, but I use the comparative “younger” advisedly, as distinct from the absolute “young”.

As early as March, in the ECCA 10 on the E2 at Six Mile Bottom, fortysomethings David McGaw and Ben Redman, together with Martin Reynolds, who won't mind being classified as “younger” had set a new mark with three rides all inside 20 minutes.

Though you couldn't have predicted it on 23 March, in a season beset by cancellations due to apocalyptic weather conditions, David's team-leading 19:33 was to stand the test as the fastest “10” of the season by a Cambridge CC rider.

It was a similar story a fortnight later in the Lea Valley 25 on the same stretch of road, where thirtysomething Adam Fisher (*above*), taking the place of Ben, joined David and

Martin in reducing the team 25 record and the average age of the team still more.



Again, early-season conditions proved better than most of what was to follow and it cost David McGaw a trip to Wales to knock 18 seconds off his Lea Valley time to set a season's fastest 50:00; dead on 30mph.

Our own first-ever Open 15 on the A428 at Hardwick in August saw a third combination of personnel, Henry Moss joining the party in place of David McGaw, (*above*) carrying off the team prize and a new club team record, led in by Adam Fisher, who broke the club individual record with 30:12, just shy of the magic 30mph mark. The event was won by Team Signum's John Wingfield in a sensationally fast 27:53, which, given the strong cross-winds on the day, shows the potential of our newly-designed course,

The common factor in all of these team wins was Martin Reynolds, who, whilst keeping the average age of the team well above 45, had a great season, breaking a number of East Anglian vets' records, winning the Victoria CC and Veterans Time Trial Association (VTTA) East Anglian 10 leagues and setting the fastest 50 time



of the year by a club member with 1:46:56 in our own open 50.

This was a new promotion, graced by the historic Viking Trophy, inherited, through the good offices of event organiser Chris Dyason, from the now-defunct club of that name. The list of previous winners is an illustrious one, numbering, among others, Ian Cammish, Chris Boardman and, for those with a seven-decade memory, Ron Jowers. *Vive Le Velo's* Adam Dugleby, **(below, right)** a multiple national champion and record holder, was a fitting successor with a fine 1:37:27 and it was a



pleasure to welcome him to the Club Dinner at Michaelhouse in November to be presented with the Trophy.

The Viking 50 was the only one of our three Open promotions where we failed to keep the team prize in the family. For our season-ending 25, on another iteration of



the A428 which hosted the 15, that man Reynolds **(left)** was again in action with Adam Fisher, but this time age, dignity and experience had its moment, Ken Platts filling

the third spot in the winning team.

At 100 miles, seniority finally paid off, Andy Grant recording the season's fastest time by a club member with 3:49:03 in the East District CA event, to win the East Anglian VTTA championship and set a new National Veterans' Age (66yrs) record. That performance ensured he also carried off both the Club Senior and Veteran Best All Rounder titles, decided over 25, 50 and 100 miles.



In the course of the season, Andy **(above)** also set National Age records at 10 and 15 miles, with 20:08 and 31:07 respectively, took bronze in the National VTTA 10 mile championship and led Chris Dyason and – you've guessed it – Martin Reynolds, to team victory for Cambridge CC in the VTTA National 25 championship.

Below: National Veterans Champions I-r Chris, Martin, Andy



In the Club Championships, David McGaw and Lucy Matthews cleaned up, with the exception of the Hill Climb, where James Gill and Kate Saunders were victorious and the men's Road Bike TT series, which went to Stuart Clarke.

FREE MONEY! CLUB SUBSIDISED GROUP ACTIVITIES

At its January meeting, the Committee agreed, subject to certain conditions, to offer limited financial support to members undertaking group activities.

This is how it works.

OVERVIEW

The club may provide a small retrospective reimbursement to club members who participate in a cycling event or cycling related activity as a group of 6 or more.

PURPOSE

To encourage club members to organise small cycling events and group activities with other club members.

TYPES OF EVENT

Examples of the types of event that may be considered suitable are:

- Youth hostel trip to cycle Yorkshire hills
- The London Bike show
- 6-day track events

REIMBURSEMENT

Up to £10 per member may be reimbursed for groups of 6 to 30.

METHODOLOGY

- Organiser provides a written description (email would be acceptable) to the committee with details of the event or activity in time for it to be discussed at the next committee meeting
- Committee reviews application at a committee meeting and if accepted, advertises the event/activity to the whole club via the website
- After the event/activity, participants provide the organiser with the appropriate receipts (to prove that they participated) and their bank details
- The organiser provides the receipts and bank details to the club
- Once agreed by the club, the reimbursement will be made to the organiser

LIMITATIONS AND EXCLUSIONS

Reimbursement is for members only.

If the total reimbursement amount would be prejudicial to the club's accounts, the committee reserves the right to refuse an application at any time and even after reimbursement has been agreed in principle.

The committee reserves the right to refuse an application for reimbursement if the event is deemed unsuitable. The subsidy excludes club rides, time trials and races and other club organised events.

RIDE LEADERS' JERSEYS

At the same meeting it was confirmed that the scheme to offer a free jersey to Ride Leaders would continue for 2020. Those who claimed last year are eligible to claim again this year.

CRITERIA FOR CLAIMING A FREE JERSEY:

Claimant must:

- be a current Club member.
- have led 6 rides as advertised on the Calendar. (i.e. claimant must have agreed in advance to lead 6 rides, turned up on the day and led each of their 6 rides.)
- submit claim before the year end whereupon a bulk order will be placed with Kalas in January 2021

Claims should be made to the Club Runs Captain clubruns@cambridgecc.co.uk for validation and should specify size. The standard jersey will be a short-sleeved summer jersey from the Kalas Active Collection (long or short zip) in standard Club colours but claimants may choose any item of kit from the product list if they pay the difference.

CHARITY RIDE

Later in the year, Angela Platt is planning a 100 mile ride in support of Caring Together and will be inviting members to support her both with donations to the charity and by joining her on the ride.

Angela writes:

Caring Together is a local charity that supports Carers. I have personal experience which I would like to share. My Dad was diagnosed with Alzheimer's 3 years ago. They moved to a flat in Sawston this year so they could be nearer to our family. My Mum has been able to use the local run group in Gt Shelford to support her. There are meetings every 2 weeks where she is able to go along with my Dad. He is looked after by volunteers while my Mum can chat with other Carers in similar situations. The charity offers support, information, advice and guidance and its provider of carer support for families. Caring for someone 24 hrs can be a lonely task and this charity has made a huge difference to both my Mum and Dad.

My Dad Percy Joy has been a life long



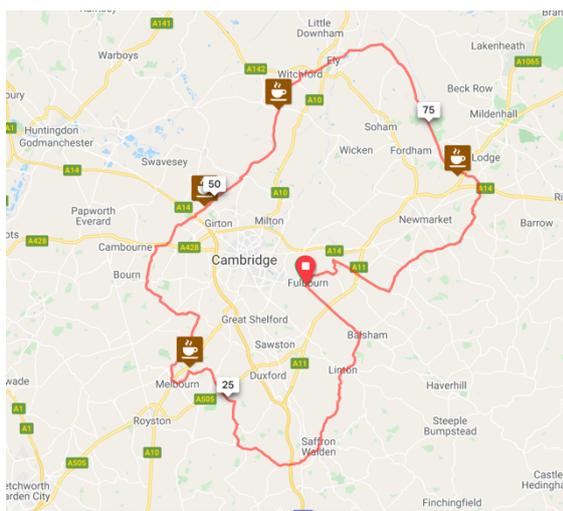
cyclist. He started cycling just after the war in order to "Get out of London" and he found himself cycling to Brighton and back in a day. He worked for a frame builder called MacLean which inspired him to get a bike. He encouraged our family into cycling through my Mum who met Pete Horsnell at her work and shortly afterwards our family joined the Chelmer cycling club. My Dad would take us out for rides. At first I got disheartened because I

couldn't keep up with him. Then when I turned 13 it was the other way round. Percy enjoyed long rides, mainly on his own and holidays on bikes around Europe with my Mum. When he was 80 he cycled from Cromer to our house in Fulbourn: 95 miles in 8 hours with stops. He continued to cycle until he was 86yrs old. He still likes to talk about his rides and holidays they had. In the summer he will watch the Tour on TV. Last year I took him in the van to Suffolk to watch the Women's Tour of Britain where we got VIP treatment. His hero is Eddy Merckx who is in a framed pictures above his bed. I would like to do a sponsored ride of 100 miles on Sunday June 14th.

The route

<https://ridewithgps.com/routes/31764784>

will be around South Cambridgeshire Villages with cafe stops. It will start and finish in Fulbourn. Tea and cake at the end.



Please let me know if you would like to do the ride too. Either by yourselves or in groups or with a friend. Club members can make a donation via a giving account at:

<https://uk.virginmoneygiving.com/fundraiser-display/showROFundraiserPage?userUrl=AngelaPlatt2&pageUrl=1>

Angela's contact details are:

Angela.platt@ntlworld.com

01223 881572

07745562941

CLUB RUNS CAPTAIN'S EPISTLE

Sue Taylor

Firstly, I would like to thank all those who lead club runs and secondly would like to thank Andy for taking on the task of producing this newsletter!

I have noted down a number of random thoughts which occurred to me after Andy suggested I write about club runs.

My first thought – and I don't know how many of you would also identify with this is – but there are people with whom I have cycled for a considerable time (months or, ahem ... years) about whom I actually know very little. When I say, very little, this often also extends to their first name.

The reason can be several but partly because it takes a fair degree of breath to cycle and that limits a bit of chat, plus the issue of being able to hear your fellow cyclist's responses whilst battling with wind, potholes and other distractions, not to mention regular switching places at junctions or hills.

When little snippets of the 'other lives' of fellow cyclists come out in conversation

therefore, it can strike as quite amazing that this was never uncovered before.

My guess is that this is less of an issue with the touring group, who are possibly the most sociable of all the groups (as evidenced by their high attendance at the annual social and other social events which have taken place in the past).

Other thoughts turn to the tea rooms –



generally the high point in any ride, which provide a better forum to sit, chat and interrogate fellow cyclists. We are very lucky to have so many now to choose from and the three great new/newish places that spring to mind are Rushden Mill, Hot Numbers (Melbourn) and Poppys (near Clavering). There is also the lovely Sunflower café at Hare Street which has undergone various reincarnations, previously being 'The Hare and Tortoise' followed by the 'March Hare'. At this point, I will add that Rushden Mill is a destination to be slightly wary of as for the second time in almost as many months, it has had the dubious honour of being graced with around 35 to 40 cyclists converging on it within seconds of each other. With two or three ladies assigned to serve the masses, the result is, in a word, chaos. In two words, utter chaos.

I also need to mention a recent nostalgic trip to the Silver Ball café at Reed, which three of us visited for 'old times sake' (well, OK, in truth, the Sunflower Café was closed and we had very little alternative). Those who have been kicking around in CCC for a longish time (ie. at least 15 years) will remember that the Silver Ball used to be one of the fewer than a handful of cafes available to cyclists. We therefore frequented it regularly – ie. pretty much every Sunday. I was so relieved to see that things had not changed with the passage of time.

The door on the ladies' toilet still didn't close and nothing less than a whack from a large heavy mallet force it to do so. Not only that, the soap dispenser was attached to the wall by the most tentative of screws and readily came off when touched. It was good to see that the toilet was actually now fixed securely to the wall, so that must have been during some of other refurbishment of the place. On the big plus side though, which goes a long way to forgiving a multitude of sins, the tea was tasty, it was about half the price you'd normally expect to pay, the speed of service was approaching warp 9 and it was delivered by a very friendly chap.

Moving on. It is good to see attendance of club runs is pretty strong still – no less so in winter than the summer. Those eagle eyed amongst you will notice the intermediate rides have been split into inter16 and inter17. These are very loose, general definitions of ride speeds but hopefully will help ensure there is a faster and slower version of intermediate

rides, which are the biggest group, being half way between the slowest and fastest rides. An introduction in 2019 was the reward of a club jersey for anyone who leads at least six club runs a year where the ride is advertised on the calendar and the leader leads to that specific destination and lets me know about it via email, preferable on an ongoing basis throughout the year. We had eleven qualifiers for this – some of whom had led considerably more than six rides.



How to keep the toes and hands warm in winter? The most obvious is option 1 - stay in bed.

Option 2 is to get out of bed but remain in a heated room. Option 3 is to go for a brisk walk, wearing thick socks a scarf and hat (other clothing entirely optional).

Option 4 is to go to the gym (by car if one is available). Option 5 is to get onto the turbo (and cycle fast if it's in an unheated room). Option 6 is to go for a swim.

Missing out all the intervening options, the final option is to go out on the bike.

Overshoes are to be highly recommended. Mitts are also much warmer than gloves but a little less convenient when changing gear, though a single/fixed speed bike makes this less of an issue. There are such things as heated hand/foot warmers which do actually work pretty well. I noticed that Homebase are selling foot

warmers for £1 when I visited a few days back.

Once attired in arctic gear, be prepared to be awe-struck by the sight of cyclists or walkers in shorts and tee-shirts (and no gloves).

And finally
....
Mudguards.
Yes, those things which greatly benefit



those cycling behind (as well as your own behind). They need to be long ... almost touching the ground ... to be completely effective.

NOTABLE CLUB RIDES OF 2019

RIDE TO HUNSTANTON SATURDAY 29 JUNE

The 5th edition of our annual ride to Hunstanton (and back) departed from Addenbrookes at 7am on Saturday 29 June .



Led by Ian Hopkin, the ride was at Intermediate pace (16/17mph) with a

comfort break at Lakenheath; coffee at Swaffham and lunch at Sunny Hunny.

[Route there](#)

The return journey (into a predictable headwind) included a refreshment stop at Downham Market. [Route back](#)

The full ride then returned to Cambridge via 10-Mile Bank, Littleport and Ely, finishing at the Mill Pond for a beer.

Those looking for a shorter ride could return to Cambridge by train from Kings Lynn or Downham Market.

NIGHT RIDE TO KING'S LYNN FRIDAY 30 AUGUST



Regular ride leader Rob Hale also rides with "Friday Night Ride to the

Coast" a group that does what it says starting mainly in London. In August they came to Cambridge, with a ride starting at the (city) station at midnight on Friday 30th and arriving in King's Lynn in time for breakfast. The route was about 70 miles, and there was a half-way food stop at Welney Wetland Centre (well known to alumni of Ian Hopkin's New Year's Morning lunacy) who opened specially in the early hours.

If you are interested in these sorts of ride, [Rob](#) will be happy to answer questions.

SUMMER SOLSTICE RIDE: FRIDAY, 21 JUNE

Rob Hale, Ian Hopkin and a number of other CCC riders joined this ride to Lowestoft, planned to arrive at 04:00-ish to watch the sunrise and join the beach party for a couple of hours, cycling back to Cambridge and arriving early afternoon.

The distance was about 200 miles. [Details here](#) [Route here](#)



100 MILE SPORTING CLUBRUN



Ian Hopkin led a 100 mile ride at sporting pace (18mph average) to Epping Forest, leaving Addenbrookes on Sunday 7 July.

Destination was The Original Tea Hut - read about it [here](#)

CAMBRIDGE CC - 5TH IN THE WORLD CHAMPIONSHIPS!

David McGaw reports...

Did you watch the world champs on the telly? Nice one, have a biscuit. Or maybe you went there and stood in the rain? Oh, well done. I was one of the competitors. Yes, the ones in Yorkshire. Yes, a race. Yes, really. No... not a sportive.



2019 was the first time the Para World Championships had been held at the same time as the regular World Championships. I have been known, on occasion, to pilot a tandem for Iain Dawson (more of our antics [here](#)). Iain's a multiple World and European Champion para duathlete and triathlete. When he asked me if I'd be up for riding the World Championships - a tandem road race where half the participants are blind - I said "Of course". What could possibly go wrong?

There was quite a lot of shenanigans getting the tandem setup. We barely had anytime to practice and the bike had some "issues". The only good thing about a bike with Shimano and disc brakes was

that the sound of the (impossible to adjust correctly) gears drowned out the noise of the disc rotors rubbing against the brake pads. We stayed in the same hotel as the Italian team. They had some cool team cars and seemed to spend the entire time in the car park washing their bikes. We spent the day before the race wandering around Harrogate staring at the course and amazed at the amount of work that had gone into prep - they had removed traffic lights and other road furniture plus most of the town was closed off to traffic. The UCI being the UCI insisted that I had a red helmet even though my helmet was white, so I spent most of the evening before the event wrapping my helmet with red insulation tape with no scissors available.



This is not a red helmet

The day of the race was lovely, 20C - probably the best weather of the whole champs. We were transported to Beverley (near Hull) for the start. The crowds for the whole day were unbelievable. Before the start I was sitting next to the tandem stuffing my face with ginger cake when a guy with a massive camera walks up and, saying nothing, plonks it right in front of me. I was staring right into the camera

with my mouth full, it was very awkward. Then he moves the camera a little to film the tandem. The shot of the tandem made it into the [BBC highlights](#). If they had ultra widescreen you'd see me to the right, slightly bemused with cake smeared all around my face.



Chaos at the start in Beverley

There was a [live stream](#) of the event, I am in some of the shots. Whilst we were waiting on the start there were literally hundreds of people staring at us and taking photos. Then with a big fanfare the race started. The crowds screamed, clapped and cheered it was crazy. There's a pic of us starting on the [BBC website](#). That's me you know! Everyone else was wearing their national kit, so I guess that means I was riding for the PDROCCC (People's Democratic Republic Of Cambridge Cycling Club). Hello comrade. There's also a full double page spread of the pic on in Cycling Weekly, oh yeah!

The less said about the race the better. We were up against full time athletes and the national road race champions. However the crowds were incredible, there must have been over 10 thousand

people by the side of the road going nuts. I don't think I will ever forget that, it was quite an experience. [Here](#) are some more pictures from the day

We got dropped early on then caught the national champs before losing out in the sprint. If I said we were 5th in the world - that would sound amazing, but out of 5 - that sounds rubbish. I think the truth is somewhere in between. To invert a common saying "you can't beat people that don't turn up". If you think of racing as a kind of triathlon where step 1 is applying and step 2 is showing up then we were 5th... out of about 7.7 billion, which is not too bad. Though that might make me a triathlete 😊



Thanks to Iain for inviting me and making it happen and the thousands of people who supported the competitors and made it a really special day!

WINTER MEANS CYCLOCROSS. SHORT DAYS, COLD WEATHER, RAIN, MUD AND BURNING LUNGS.

Michael and Joe Halloran

Locally, the Eastern Cross League and Central Cross League organise a full programme of racing for all ages, from under-10s to Vets 50+, between September and January.

Race length varies by age with the very youngest going for 15 minutes, vets having to survive 40 minutes, and the seniors for an hour. A day out for the competitive cycling family. This year has also seen a massive growth on the Women's side of the sport with the decision taken to hold a separate event instead of racing at the same time as the vets. There are a range of abilities and equipment on show too, from competitive riders with two top-flight matching race bikes (and a very good friend to 'pit' for them) to riders on old mountain bikes or whatever they had in the shed. Lapped riders get a cheer and a 'well-done' by those overtaking and many people enjoying their own race against those of similar ability, no matter how far down the results sheet.

This year Joe and I joined other Cambridge regulars at four races.

CC ASHWELL

A technical course in the grounds of Princess Helena College in Hertfordshire, marked out by a section where the course requires you to ride across a steep, off-camber, muddy slope. Stay high and risk sliding down? Go low and risk riding into

the course markers? Try to keep speed up and rely on momentum? Or go slow and put a foot out in case? Whichever line you take you'll be doing it in front of the crowd that gathered to see the skills, thrill and spills of those in other races, either as spectators or scoping out lines for their race later in the day.

GRAFHAM WATER

A flat and fast course on the water's edge with start and HQ at the café. Two beach sections, tight twisting trails through the woods, a ditch and not too much mud.



WELWYN WHEELERS

A trip across to Welwyn after a night of rain on a cold day. 'Proper cross' conditions as the old timers call it. The short and steep ups and downs were the order of the day as the course criss-crossed a very muddy ridge along one side of the park. After practice laps, the well-worn topic of discussion of tyre choice and pressure was in full flow. Mud tyres? Check. Pressure? As

low as you can go. There's no feeling quite like power -sliding a push bike round a muddy corner - until you fall off.

WEST SUFFOLK CROSS - WEST STOW COUNTRY PARK

A long bumpy course, with a tricky sandpit – get your speed up and try to hold the line – and a steep muddy climb out of a sharp bend which was rideable, but only if you got everything right: entry speed; gear; line; and above all power – but not so much as to spin the rear wheel. Alternatively, just carry.

Reason to race cross:

- 1) It's a high intensity workout, whatever the weather.
- 2) It's great fun – type 2 fun that is.
- 3) It will improve your bike handling no end and give you more confidence on the road.
- 4) It's a very social and supportive community.
- 5) $n+1^*$
- 6) It perfectly blends problem - solving and line choice with physical fitness; there's always something to improve on and the courses are always providing new challenges.
- 7) *No one will complain about you spraying them with mud because you haven't got a rear mud flap (Ed.)*

* i.e. Cyclo Cross justifies another bike even without deploying the time-honoured formula that under all circumstances $n+1$ is the number of bikes you need where n is the number you already have.

If you want to get involved there are some useful links here:

<http://www.easterncross.org.uk/league.htm>

<https://centralcxl.org.uk/>



For true enthusiasts, Cyclo Cross can even be enjoyed whilst simultaneously competing in World Time Trial Championships in high summer in Yorkshire.

RESEARCH ON GENDER AND CYCLING CLUBS

We have received a request to help with a research project at the University of Cambridge, on gender issues in cycling clubs and the way mixed-sex clubs operate and function. The primary researcher, Isobel Duxfield, would like to conduct short face-to-face interviews with club members (of any gender!) over the next month, in or around Cambridge. The interviews will be confidential and any personal information will be treated strictly confidentially. If you'd like to help Isobel, please contact her directly at I.C. Duxfield icd28@cam.ac.uk