



CAMBRIDGE CYCLING CLUB

For Recreational And Racing Cyclists



Newsletter October 2024

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PIOTR CROWNED

No apologies for beginning the second issue in a row with the exploits of Piotr Zulawski, who topped-off an already-extraordinary season of time trialling with victory in the National Closed Circuit Championship at Goodwood on 11th August. He followed that up a couple of weeks later with the bronze medal in the National 10 mile championship on the Cambourne-based

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F2 course, getting within 20 seconds of the biggest beast in the sport, professional John Archibald.

If you haven't read the official reports of these two races, they're here:



<https://www.cyclingtimetrials.org.uk/race-report/27199#anchor>

<https://www.cyclingtimetrials.org.uk/race-report/27287#anchor>

Of course, Piotr - an erstwhile rower - is a pretty big beast himself and, mindful that timetrialling is about space-time relationships, in that the objective is to cover a certain amount of space in the shortest time possible, and that aerodynamics are crucial to this endeavour, who better-qualified to excel at timetrialling and to tell the story, than an astrophysicist and aerospace engineer – Piotr in person.

How good would Goodwood be? ... Or: A day out at the National Champs.

At Andy's kind invitation, I have been given the opportunity to give a brief account of how I fared in this year's National Closed Circuit Championship event.

From the very start of the year, I had a couple of targets for the season. First and foremost, I wanted to improve on last year's performance in the National 10, where I finished 12th. Having just one target would however have left me dangerously undiversified – one injury, one cold, or any other type of unexpected happenstance could put my entire season at risk. Rather fortuitously, the Closed Circuit race was moved from its customary (and customarily gloomy) October slot to an (decidedly more appealing) August one. This not only provided me with another A-race for the season, but also put the two events in a perfect three-week separation: long enough to come out of any incidental force majeure that might befall me, yet short enough to just about keep peak form going over the period.

I had enjoyed a steady progression all the way to into the pre-race taper week – a result of an altered training strategy that saw me include hard, race-specific interval work much later in the cycle, so as to avoid the previous year's issues of hitting a premature performance plateau and carrying buckets of fatigue into the pointy end of the season. The taper itself was also a fair bit more extensive; this was included after recording some encouraging results in early-season experimentation. It consisted of two days completely off the bike, followed by two days of short-and-sweet race openers, one in the morning and one in the afternoon.

Since getting from Cambridge to Chichester is a rather long and unreliable journey, and the only opportunity to get on the racetrack would be prior to the day's proceedings commencing (i.e. early in the morning), we decided to travel early and spend the night within striking distance of Goodwood.

Not missing out on the morning practice has proven invaluable. Since I am a very narrowly specialised rider and favour non-technical, out-and-back contests of horsepower, I am prone to haemorrhaging time in turns and corners. While the Goodwood circuit is far from being the most technical, the race is short enough for every deviation from the racing line and skipped pedal stroke to matter. I ended up spending nearly all the designated warm-up time doing laps of the circuit, taking in and memorising various visual cues: kerbs, paint marks, aerodrome hangars... anything I could use as a landmark indicating when to start swinging into the corner to keep the optimal racing line.



After the recon, I had about an hour of down time to change into the racing kit, affix the numbers, and triple-check all the nuts and bolts. Keeping the hands busy helps me take the mind off pre-race anxiety, so measuring tyre widths, re-calculating the tyre pressure, and making sure no PSIs have sneaked in or out of the tubes, all for the nth time, is the sort of entertainment I tend to indulge in in the final hours before a big race.

Apart from the thorough course recon, another unexpected game changer came in the form of a bucket. An ice bucket, to be precise. I have learnt my lesson from my visit to Goodwood earlier in the year, which was an

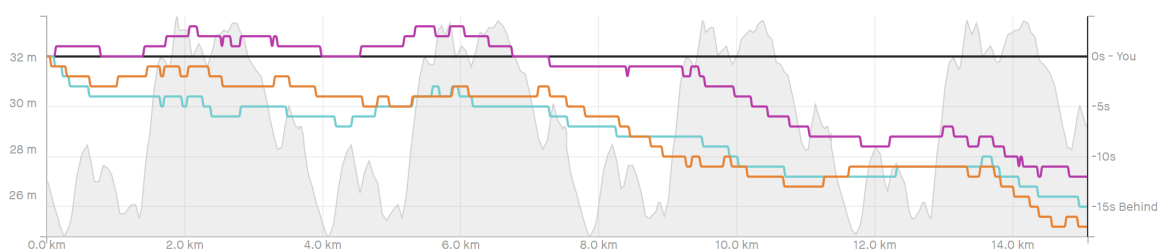
unrelentingly hot day, just like the one at hand was shaping up to be. The only practical way to get a good warm-up at Goodwood is on a turbo. However, the interior of the racecourse is rather well sheltered from the wind, yet quite exposed to the sun. During my previous visit I failed to account for that, and as a result the warm-up could be said to have over-delivered on its more literal meaning. I was pretty cooked even before I got to the start line, and as a result had my worst race of the season! Fool me once, as the saying goes, so this time around I was prepared. I had brought along five kilograms of ice, five litres of water, and an ice vest. Ain't no kill like over-kill.

Between strapping the vest as tight as it would go and my better half dousing me with ice slush at regular intervals, I finished the warm-up just about without reaching body temperatures that would render raw chicken edible and proceeded to the start line. With one last icy shower at two minutes to go, I was as ready as I was going to be, and much less ready than I wanted to be.

After the initial acceleration, I kept the powder dry (though purely metaphorically, as I was otherwise rather comprehensively drenched); I calculated that in these hot conditions, the race was to be negative-splitted. I assessed each corner with a quick glance, and if no rider was in sight, I'd assume a more aggressive position and use the previously memorised visual cues coming into my peripheral vision to negotiate corners with as much speed as I would dare. Luckily, I scored a relatively clean run, with few overtakes and without any hold-ups.

It was a fairly blustery day, and the strategy was to push into a particular section of each lap – the Lavant Straight. Moreover, each lap I tried to lift the power a little, gauging my effort against the mounting exhaustion and overheating. I managed to comply with that plan fairly well and had enough juice left for one more push. I started emptying the tank in the last half-lap, beginning with the final foray into the Lavant Straight, coming out of the headwind into a right-hander leading past the paddock and the viewing galleries, and into the final corner, carrying the momentum into the finishing straight.

The race strategy appears to have paid off: tough conditions on the day meant that many riders who adopted the very classical 'pedal to the metal' strategy early, started flagging in the last couple of laps. Meanwhile, my incremental negative-split has seen me hold steady against the competition – I was actually behind Rob, who produced an excellent ride on the day – with nothing to pick between the top four riders, until about half-way (See graph below). The ability to kick into another gear in the second half made all the difference, with the bulk of the advantage manufactured in that critical headwind straight. This confirms that a big part of the ride was getting good bang for the power and managing the heat; I may have still taken the title without a two-hundred-pound skin suit, but I don't think I would have fared well without the twenty-quid ice bucket – go figure!



MADNESS OF MARMOTTE

Marino Guida and friends take collective leave of their senses.

I had no idea that the collective name for marmots is a Madness. Highly appropriate for the cycling event itself – I suspect it was dreamt up by someone who had watched a few too many Dario Argento horror films. Thanks (!) to 007 Bondy for planting the seed of this last year, there were quite a number of willing takers from Cambridge – including CCC's own Simon Clarke, Jen Harbottle, Simon Bond of course and several others who ride with ELSR.



My experience differed from the others, as I decided to use Alpcycles to provide a tour package, with spacious accommodation near the finish line in Alpe d'Huez, and a couple of private feed-stops along the route. As it turned out, their second feed-stop was the difference for me between completing the event and not.

The Marmotte is almost impossible to train for directly – I relied on indoor virtual rides using the Fulgaz app and the Kickr climb feature. The 175 km route features 4 typical Alpine climbs – the Glandon to start with, the Telegraphe which leads to the Galibier after a short descent and the infamous 21 bends of Alpe d'Huez to finish with. With over 5000m of vertical ascent, the level of concern was exceptionally high!

I had fully intended to heed every online coach's sage advice – don't go too hard on the Glandon! Unfortunately I found myself regularly hitting 200 W on that first climb, even in my easiest gear – I was supposed to be doing this at 165 W! Perhaps it was the scenic surroundings, or the adrenaline of being surrounded by large numbers of Alpinists. The descent from the Glandon is 'neutralized', ie this is removed from the final chip time. It is a technical descent with lots of fast sharp bends, so the first feed-stop is just after the start of the neutralized section.

Another area where more matches were burnt than necessary was the false flat heading up a busy main road towards the Telegraphe, through St Michel de Maurienne. A strong headwind with dust being kicked up into your eyes wasn't ideal, and the group I was with reacted like a concertina to the wind surges. The next challenge is to see the headline pop up on your head unit – CLIMB! 34km, 2200m – my Wahoo lumped them together as one long climb, a sleight of hand worthy of Roald Dahl!

Simon Clarke (extreme left) "before"



And "after"



I hadn't given the Telegraphe climb much consideration – again, 8-10% average gradient for an hour or so simply saps your legs. Then comes the *piece de resistance*, Col du Galibier! I knew it would be an epic behemoth, with the altitude steadily creeping up to over 2600m. On the day, the race organisers allowed us a small mercy – we could cut across the tunnel near the top, which saved a bit of climbing at the end. The climb itself became a relentless slog and average power was down to about 140 W during the final km's as altitude took its toll and my gut started to complain.

The official feed-stop near the summit of the Galibier was spartan but very necessary. As a nervous descender, I knew I would have my work cut out slaloming down the 45 km on the other side. With the wind and some rain already in the air, I entered the tunnel. The experience of emerging from a dark, echoing tunnel into an apocalyptic thunderstorm is not for the faint-hearted. This is where the true Theatre of Cruelty began! I told myself that there was an Alpcycles stop 10km down, at the junction with the Lautaret. With a numb right hand, and having been buffeted by the conditions, I made it to the tent and was very glad to get myself properly zipped up and roll my arm-warmers back up beneath my rain-jacket. Ade provided coffee from his flask and some flapjack. All good! It was a matter of staying upright and using those Swiss Stop brakes to provide assistance where it was most needed.

And on to the Alpe! The final twist of the knife – sure, we didn't have 40 degree heat this year but the fatigue had set in some time ago. Those first few bends are notorious, with a little relief up the switchbacks. The water stop was much needed, and the many messages in chalk on the road give you something to ponder other than aching muscles. You'll Never Walk Alone, indeed!

I was hugely relieved to complete the event – there is an emotional heft to a day like this, which can't be replicated in a typical UK sportive - an IMAX experience in a shrunken iPhone world. Very happy with a chip time below 10 hours, I think I must have been bitten by the Marmots at some point, as that night I was already planning the return. The sequel will hopefully be a bit sunnier, and I will be in better condition for it.

Judging from their photos, the rest of the Cambridge gang had an absolutely magnificent time, most of them hanging around to watch some Tour de France action and climb a few more cols. Quite a fitting end to a week of Alpine Madness!

MEMORIES OF THE GLASGOW WORLD CHAMPIONSHIPS

The recent UCI world championships in Switzerland prompt some reminiscences of last year from Rob Moir



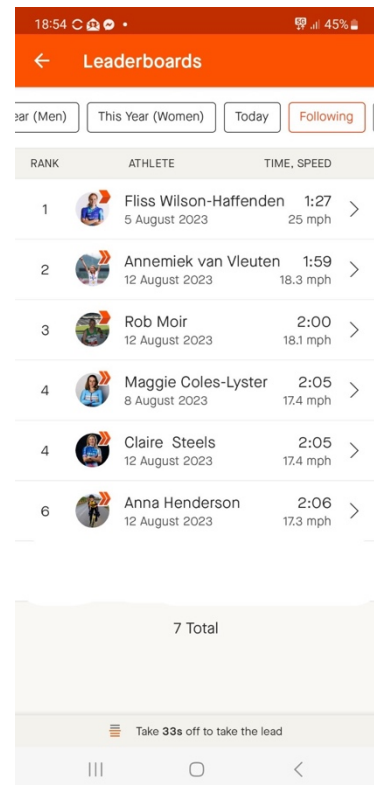
Last year, in August, I volunteered for the UCI World Championships held in Glasgow. Not to compete against Vanderpoel, Van Aert and Pogacar, you understand; my job role was 'Line of Sight' Team Leader in Glasgow City Centre.

This involved managing teams of up to 14 people waving a flag and blowing a whistle, an important role to clear the next sector of public before cyclists and team cars raced through! Inevitably there were a few close calls and some pretty stroppy [*just ordinary Glaswegians behaving as is their custom. Ed.*] members of the public too (if you want to get mowed down by cyclists and team cars travelling at up to 40mph, be my guest!!).

I covered both the men's and women's Road Races and managed to secure the Finish sector. My teams worked really well, so apart from ensuring they were all ok and had breaks when required, I had some free on-duty time to watch the races and especially the finishes. We didn't have radio communications, so I survived via Phone calls/Whatsapp messages and clocked up a large mileage – for instance 18 miles walking around my sector checking on my team for the men's Road Race!

I wasn't working every day and I managed a café ride over the hills with a group from the Cambridge Tri club and a couple of solo rides. On one ride I think I spotted more pros and team cars than amateurs! Probably the most unusual experience was when I rode out to just

outside Stirling to watch the women's Time Trial. After the Broom Wagon passed I decided to ride into Stirling before heading home. Riding along the TT course, at Stirling I got stuck inside the barriers and before I knew it, I'd ridden under the flamme rouge and managed to pick up a police escort behind me with its blue lights flashing. There was nothing for it. Whistles were being blown and the crossing points were being closed to the public. So in full Cambridge kit, being cheered on by the public who were hammering on the hoardings, I put on my best effort up the hill to the finish. The police commended me on a 'good effort'. My unusual approach meant I'd bust through the normal security (I didn't have my accreditation with me) so I stayed put and chatted to some of the pro cyclists and dignitaries! And I was happy when I'd made it in the mix for the day on the Strava segment table on the day for the climb; not the fastest but not the



Leaderboards		
par (Men) This Year (Women) Today Following		
RANK	ATHLETE	TIME, SPEED
1	Fliss Wilson-Haffenden 5 August 2023	1:27 25 mph
2	Annemiek van Vleuten 12 August 2023	1:59 18.3 mph
3	Rob Moir 12 August 2023	2:00 18.1 mph
4	Maggie Coles-Lyster 8 August 2023	2:05 17.4 mph
4	Claire Steels 12 August 2023	2:05 17.4 mph
6	Anna Henderson 12 August 2023	2:06 17.3 mph

7 Total

Take 33s off to take the lead

slowest either and I'm pretty sure I was the only amateur racing up on the day!



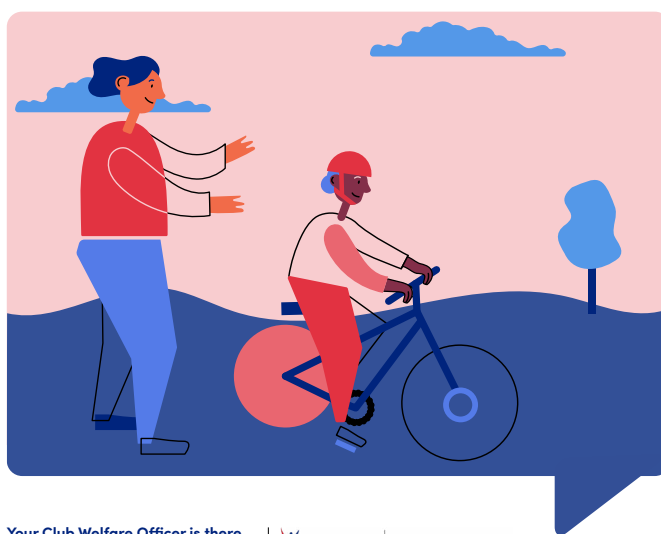
Among a number of great experiences was getting to meet and chat with some of the SDWorx team at a Specialized venue and standing with Lotte Kopecky and the team as we all watched Remco Evenepoel win the men's TT. (It's sad to hear that SDWorx local Anna Shackley has had to stop racing due to a medical issue.) A bonus highlight of the Championships of course was catching up with CCC member Claire Martin following her ride in the UCI World Championships Gran Fondo and of course bumping into our own Andrew Grant!

Rob with some of his fans

Britain's Emma Finucane, resplendent in the rainbow jersey of World Sprint Champion, with her team



Is something worrying you?
Do you need someone to talk to?
Speak to your Club Welfare Officer



Your Club Welfare Officer is there to listen if you need someone to talk to or you are concerned about somebody's safety and wellbeing.

Alternatively, you can contact:

British Cycling Lead Safeguarding Officer
0161 274 2000

Childline	NSPCC	Police
0800 1111	0800 800 5000	999

Young Minds Mental Health Crisis Messenger
Text YM to 85258

For further information, please visit
britishcycling.org.uk/safeguarding



Name: Heather Williams

Tel.: 07739 526 559

Email: Welfare@cambridge-cycling-club.org.uk



CLUB SUMMER SOCIAL: PICTURES FROM CHRIS AND PAULA

DYASON'S GARDEN 4TH AUGUST



CLUB TIME TRIALS 2024

KATE SANDERS

CCC have run another successful season of evening time trials, with 20 events planned on Wednesday evenings from April to August. The season started as usual in Bottisham on 10 April with a respectable 16 riders racing the 10 mile course. Even more impressively, 15 brave souls started the Madingley 5 the following week after waiting for a delayed start due to a sudden hail shower! However, as April showers are wont to do it didn't last long, the sun came back out, and riders safely completed the course.

The season steadily progressed with pretty decent weather on Wednesday evenings, with just two cancellations due to weather and riding conditions. One event was also cancelled due to lack of helpers. We were, however, pleased to see more riders turning up than in some recent years, often 20-30 entries peaking at 33 for the Bottisham 10 on 15 May. This may in part be due to running several joint events with Newmarket CTC on the Bottisham course. The two clubs share the helper duties for these events which relieves the burden on CCC volunteers and provides a nice opportunity to meet other cyclists in the area. And NCTC often brought along sweet treats for afterwards which always went down well! Overall these events have gone very well and we'd like to continue collaborating with NCTC next year.

There are several club competitions over the season. The Morris Shield (open) and Cole Cup (women's) are won by the most consistent rider over the season, with points being allocated according to placing each week and the top ten scores being counted. The 2024 winner of the Morris Shield is Ben Redman, and the Cole Cup was won by Lucy Griffin. The same process is used to allocate points for those racing on road bikes. Chris Owen won the Mick Draper Cup and Lucy Griffin takes home the Ted Wells Cup, having won the Cole Cup on a road bike in an impressive year's performance. Several other club trophies have also been won in individual performances for the club 10 and 25 mile championships and the hill climb. Congratulations to everyone taking part. It was great to see a good showing of juniors riding over the year as well, and we look forward to seeing them develop into future trophy winners! ***Right: Three legends of clubmanship: Ian, Mick, Ken.***

We finished the season with the hill climb at Brinkley, everyone's (least) favourite event! To celebrate a successful season, drinks and cakes were provided by Kate and Ramona, supplemented by Mary's extremely popular sausage rolls. It was a warm summer evening and a great atmosphere to round off the year. We also took the opportunity to thank the wonderful Mick Draper for his



many, many years of supporting the club time trials. He has turned up to timekeep every single week and his reliable help, along with Ian marshalling, has been instrumental in keeping the club events going. His time, experience, and welcoming smile will be sorely missed in future.



This leads me to the pressing issue regarding the club TT events, which is the need for helpers and particularly an assistant TT secretary. Chris Dyason is the club TT secretary and his time is fully taken up with organising the very successful open events. The role of assistant TT secretary is to support the delivery of the club events, and is currently vacant. The committee will work to deliver a limited schedule next year in light of the lack of volunteers, but it's not too late if a club

member is interested in taking on this role. If you might be interested please contact the committee, but briefly the role involves completing the necessary paperwork to run the events (police notifications and CTT approval) and reviewing the course risk assessments, both of which you would be supported to do, and co-ordinating volunteers over the season via the WhatsApp group. Being assistant TT secretary shouldn't prevent you riding so it would suit someone who wants to ride these events regularly. There would be scope to develop the schedule, or implement electronic timing for someone with the time and interest, but this is not necessary depending on the time you are able to commit.

In summary; a successful season, but help is needed to maintain this in future! Please consider helping your club.



CLUB OPEN 25; SUNDAY 15TH SEPTEMBER

The Club's final open promotion of the year took place on a blustery day and a revised version of our usual A428-based course. The event attracted a full field which included 17-year-olds



Finn Tarling (brother of Ineos Time Trial ace Josh) and Dylan Sage and 15-year-old sensation Leon Atkins, winner of our Open 15 earlier in the year. Much was expected of the tyros, but in the event, international duties

prevented their appearance, so it was left to a mere world champion to carry off the honours. Matt Smith, a Local Equine surgeon based at Newmarket, was the newly-crowned UCI masters 40-45 champion and, in default of the rainbow skinsuit he has not yet had made, wore his GB skinsuit to victory. He is pictured above on the World's podium.

Organiser Chris Dyason reports as follows:

Thanks go to (timekeeping team) Tim, Wally (Groves) and Martyn (Anderson) for timing the event and to Sue Rogers who was spotting numbers and calling through results. With riders passing the finish twice before actually finishing, this was always going to be difficult and that certainly proved to be the case. We were, of course, lucky to have an event at all as there was another weekend lane closure on the approach to Caxton Gibbet so this was the first use of the new F2C/25 which may be what we have to use for at least the next two years while the new road is built.

With 151 starts the helpers had a long day on duty: over 3 hours standing by the roadside for all the marshals. Members, family and friends of Cambridge CC turned out to make the event possible: Nick Jackson (sign-on and standing in for me while I rode), Bob Watson & Dean Sheppard (start officials and pushing), Colin Lizieri & Stuart Tait (Cambourne south), Andy Grant and Dave Yarham (Cambourne north), Bruce Williams, Manuel Nunez, Ronny Errmann & Peter Borowski (Madingley), Chris Owen (sign-out & numbers after his ride), Sue Rogers (as mentioned above) and Paula Dyason (running the cakes and cuppas, including a yummy sponge cake from Ann Shuttleworth). A great team effort. £144:02 was donated for refreshments and will go to the two local air ambulance services – thank you.

Congratulations to the prize-winners and to all those who improved their current personal bests. It was a shame the three young guns at the end of the field were all unable to ride so their showdown with Matt Smith didn't happen, though John Wingfield was less than a minute behind him. Another stunning performance by Kate Allan placed her 8th overall and 5 minutes ahead of 2nd place Louise Robinson. Mark Vowells headed the results on AAT, defying the rule that trikes can't go round roundabouts.

No accidents or incidents during the event, always a relief for event organisers, and for once no abusive messages to me from motorists though I think the marshals received a few verbal comments.

CTT race report here: <https://www.cyclingtimetrials.org.uk/race-report/27293#anchor>

CAMBRIDGE CRITERIUMS

RAMONA LOVERIDGE REPORTS

The first -ever Cambridge city-centre Criterium took place on Sunday 25th August 2024.

It was an all-day event with the ethos of encouraging the general public to embrace cycling by enabling a closed circuit around the centre of Cambridge to be available for all, including families, cyclists, tourists etc, to cycle around in the morning and to hold the first-ever Cambridge Criterium in the afternoon. The last time the city saw racing like this was when the Tour de France departed from Cambridge in 2014.



The idea was made a reality by Monument Cycling who are a company supporting the British pro cycling scene by providing TV coverage of professional cycling live and on demand. See www.monumentcycling.com for more information. Owen Lake is the founder and an ex-UK racing cyclist. A former CCC member, he wanted to bring racing back to Cambridge and encourage participation.



It was a tremendous success and one it is hoped to repeat on a yearly basis. It provided a lot of entertainment and many club members went to watch the event. As with all such events, a huge number of people put in time and effort to make it happen.

As a cycling club we benefit from this. By encouraging others to cycle we will help push cycling improvements locally and nationally by increasing demand for better cycling conditions and safety. It can help reduce the rivalry between motorists and cyclists that the media and others like to fuel.

We know from our own cycling how it improves health and wellbeing. I could go on but I'll keep it short and get off my soap box, but at the very least let's put our weight behind the



Cambridge Criterium next year by offering more support by volunteering our services, promoting the club and maybe even cancelling our Sunday ride so all can take part. Members can bring their families and friends to cycle around the closed road course, spread the word, or perhaps man a stall promoting the club.



Ruud de Wildt



It was with sadness that the cycling club learned of the passing of Ruud on the 2nd of September this year following a period of illness.

Ruud had been cycling with the club over several years, mostly with the ST16 Group, but also with other groups and individuals and was affectionately regarded by many across the club.



Ruud was great company to all those who rode with him and met him outside of cycling. His interests included live music and he had, in particular a

love of Nick Cave that saw him attend over 20 concerts as well as other bands such as the Waterboys and the Jam which he also saw in Cambridge.





In his career, Ruud had worked mainly in the pharmaceutical industry, with a long service at Glaxo Smith Kline which he would often use as an excuse to cycle from Cambridge to their offices in Stevenage.

On CCC group rides, Ruud was known for his relaxed manner, sense of humour and willingness to talk with all members around him whilst providing a particularly warm welcome to newcomers. In recent years he had also joined the Tim Williams trips to Mallorca where he enjoyed the delights of the Bierkellers alongside the mountain and monastery climbs.

Following his passing, the club held a remembrance ride on September 8th where cyclists wore an array of orange attire in recognition of his Dutch roots.

The photographs attached may provide the best memories of Ruud doing what he loved. He will be very much missed by all at the club and in particular by his partner Lucy.

