

Thursday May 11, 2017

# Cycling

Established 1891

## WEEKLY



**Giro 100**  
Sprinters  
do battle in  
Sardinia

# Stealing success

Top tips from other sports to make you faster



**Cervélo's new S3**  
disc bike on test



**Training yourself**  
for epic distances

**2017 Nat Champs:**  
one for the climbers

**Canyon go back to**  
650 wheels for new  
women's models



**The tester who fell**  
foul of the rules

# MISSING SOMETHING ESSENTIAL?

It isn't always this obvious when you're missing something essential, especially when it comes to nutrition. Good nutrition is at the heart of any winning performance.

Sport Essentials provides the three daily health supplements that performance nutrition experts recommend all athletes should take.

## NEW Sport Essentials

- ✓ 3-in-1 nutrition insurance policy  
Omega 3, MultiVitamin and Probiotic
- ✓ No more guesswork
- ✓ Convenient daily tear strips and calendar packaging
- ✓ Developed with Team Sky



# £5 OFF

TRIAL OFFER\*

28 day supply  
Only **£14.95**

[www.HEALTHSPANELITE.co.uk](http://www.HEALTHSPANELITE.co.uk)

FREE UK DELIVERY

\*RRP normally £19.95. Voucher valid against Sport Essentials only. Valid against: **full price only. Quote code ECWAP2.** Please allow five working days for delivery. Free delivery on all Healthspan Elite orders delivered to UK addresses. Single use only. Voucher valid until 30.06.17 at [www.healthspanelite.co.uk](http://www.healthspanelite.co.uk).

Offer code: **ECWAP2**

## Grand start for Sky

**T**he opening days of a Grand Tour can be a nervy affair. The overused saying is that you can't win the race in the opening week, but you can lose it. BMC's Rohan Dennis — riding for Tejay van Garderen but with an eye on the GC — was the first big name to suffer a major time loss.

Thankfully for British fans, Geraint Thomas came through the opening weekend on the holiday island of Sardinia unscathed. On the two marathon opening stages it looked like the peloton were still on holiday as they rolled along, but these slow stages can be disastrous as riders often stop concentrating, which is when accidents happen.

Sky will be happy both Thomas and Mikel Landa made it safely through. With as much as 25 per cent of the team's budget coming from Sky Italia, the team is under huge pressure to win the Giro. At a Pinarello launch last year a Sky exec asked Sir Dave Brailsford: "When are you going to win the Giro!?" Half joking. Half serious.

"When they let us help them design the route!" Brailsford immediately responded.

They've got their work cut out to win this year, but they've made it safely over the first hurdle.



Simon Richardson  
Editor

Subscribe now from just £2.12 an issue!  
Subscribe online at [www.cyclingweeklysubs.co.uk](http://www.cyclingweeklysubs.co.uk)  
Or, for more information, turn to page 20



The 100th Giro  
d'Italia begins, p52

## Contents

### News

- 4 Surprises at Giro opening weekend
- 6 Bardiani rocked by positive tests
- 8 Giro descending prize dropped
- 10 Tour Series 2017 preview
- 12 Nationals course analysed
- 14 Anger over single-file sign
- 16 Duggleby on his tandem record

### Features

- 22 Record Rides: Derek Cottington's disallowed 25-mile mark

### Tech

- 30 Canyon unveils women's range
- 32 Cervélo S3 Disc ridden and rated
- 34 Our pick of mini-pumps

### Fitness

- 36 Use your gears to get fitter
- 38 Learning from other sports
- 42 My fitness challenge

### Racing

- 52 Giro d'Italia
- 54 Dukinfield CC TT

### Regulars

- 18 Big question, plus your letters
- 44 Insider's guide: Scarborough Sportive
- 48 We ride with Hull Thursday
- 53 Race results
- 60 Doctor Hutch
- 72 Icons of cycling: Blockhaus



Derek Cottington's  
1971 exploit, p22



Get your cadence  
just right, p36

# Grand Tour debutant springs surprise in Giro opener

Lukas Pöstlberger takes stunning first-stage victory in Sardinia

Gregor Brown

**L**ukas Pöstlberger wrote his name into Giro d'Italia history last Friday when he delivered what is likely to remain the surprise result of the race. The little-known Austrian of Bora-Hansgrohe rode away from the sprint trains in the final, technical metres of stage one to cross the finish line alone.

No one expected the move, including his own team, and none of the sprinters' teams were able to react to it. Neither did anyone expect the 25-year-old trained carpenter to be so engaging in the immediate aftermath.

"He's like me, reckless and fun," Peter Sagan said. "He doesn't think about the pressure ahead of the races. He'll be laughing and joking 30 seconds ahead of the start. I'm happy for him."

The plan had been for Pöstlberger to lead out Bora sprinter Sam Bennett, but when the young Irish sprinter saw a gap had opened up he was the first to shout down the radio. The team then echoed this, bellowing encouragement to Pöstlberger over the radio.

Amazingly the gap opened up, and as the metre boards flashed by it was soon clear he was about to pull off the

biggest win of his career. The sprinters' final surge brought them close to Pöstlberger's rear wheel, but he still had time to sit up and celebrate.

"I trained as a carpenter so I can build you a kitchen if you need one," Pöstlberger said with a laugh. "I just don't have time now to do so! Maybe the general public doesn't know me, but some of the riders in the group do, but maybe not everyone."

Without Sagan or planned leader Leopold König — out with a knee problem — Pöstlberger and his teammates received the green light to race. The long opening stage on Sardinia saw the German team take every jersey — Cesare Benedetti took the climbers jersey having been in the break, along with the stage win. "I'm already thinking about having a vacation in Sardinia," Pöstlberger said. "The problem is we are always busy in the summer, but when I can, I will be here."

The sprinters' teams didn't make the same mistake again as André Greipel (Lotto-Soudal) won stage two and Fernando Gaviria (Quick Step Floors) took his maiden Grand Tour stage on day three to round off the Giro's time in Sardinia.

■ Full report on p52-53.

## MY VIEW...

### Gregor Brown

*Cycling Weekly* news writer

The biggest name did not win on day one, but one that we learned of only after his solo stage win. The Giro maybe wanted an Italian, a star rider, or both, but it unearthed a new talent instead. Pöstlberger proved to be a cyclist we should be following for the future.



# So far, so good for Thomas

It was a case of 'so far so good' for Team Sky's Geraint Thomas as the Giro d'Italia left Sardinia and headed towards Sicily and the mainland.

Thomas' who is Sky's co-leader with Mikel Landa, began the race attentive from the gun. In his typical 'get stuck in' fashion, the Welshman followed the sprinters' wheels on stage two to take eighth place and on Sunday just missed Quick Step's attack in the crosswinds after finding himself out of position coming through a roundabout. Other GC riders did lose time over the relatively relaxed opening stages in Sardinia: Steven Kruijswijk (LottoNL-Jumbo) lost 23 seconds, Ilnur Zakarin (Katusha-Alpecin) 34 seconds and Rohan Dennis (BMC Racing) over five minutes.

"So far so good, even if it's totally different than the Tour de France," Thomas said. "You have the windy stages, but it's not like in France where you get those big open straights for 20K. It's different here.

"There are a lot of nerves. Everyone is still quite fresh and jostling for position. It's pretty chaotic at times. The main thing is to stay out of trouble and that's what we did."

After a transfer and rest day on Monday, the Giro continued with a Mount Etna summit finish on Tuesday and an expected classification sorting.

"Landa and I both have an equal opportunity. With [Mount Etna] done, Blockhaus, one other mountain-top before the final week, and the time trial, by then we'll see a natural selection anyway and we'll know how each other's feeling," Thomas said.

# Double doping positive overshadows Giro start

## Home riders Ruffoni and Pirazzi out of race

**T**he Grande Partenza of the Giro d'Italia was overshadowed after two riders from Italian Continental team Bardiani-CSF were ejected from the race before it had even got under way in Sardinia.

Italian duo Nicola Ruffoni and Stefano Pirazzi both tested positive in out-of-competition tests for Growth Hormone Releasing Peptides (GHRPs) on April 25 and 26, with the results released just 12 hours before the start of their home Grand Tour.

The riders were removed from the race start list, with the entire team facing possible expulsion this week if the riders' B-samples return the same results. Under UCI rules, if two riders return positive tests within a 12-month period the team will be suspended from racing.

Team managers Bruno and Roberto Reverberi issued a statement to say they were "astounded" by the news.

Pirazzi, 29, won the Giro's mountains classification in 2013 before winning his first stage in the race a year later, while Ruffoni, 26, won two stages at the Tour of Croatia earlier this year.

Ruffoni released a statement on Saturday citing a recent prostate infection as a possible reason behind the positive test.

The Bardiani squad is one of four wild-card teams in the 100th edition of the race this year.

"We need to wait until it's clear. If it is clear [they are positive], I can ask for damages from the team," the Giro d'Italia's cycling director Mauro Vegni said of why the team wasn't instantly removed from the race. "The damage was already done, though, when the media came out with it, unfortunately."



Two riders short, the Giro gets under way in the Sardinian sunshine



Guest column

## Daniele Bennati



**“This one is close to my heart. It’s the 100th edition and I am riding for a serious contender, Nairo Quintana. Also, I’m the only Italian in the team”**

**I**’m proud to race this 100th Giro d’Italia because I have participated in just six editions in my career. This one is close to my heart. It’s the 100th edition and I am riding for a serious contender, Nairo Quintana. Also, I’m the only Italian in the Movistar team.

The Giro is part of Italy’s history, just like works of art or monuments like Rome’s Colosseum. The Giro stands alongside them and links all Italians. Italy has only been unified for 150 years and the republic is even younger than the Giro. That gives you an idea on the race’s importance and why the country will come to a standstill this month.

The big day for any child is when the Giro comes to town. I stood outside as it passed my home in 1992 when they held a time trial in Arezzo that Miguel Indurain won. I still have photos from that day of Gianni Bugno and Claudio Chiappucci. It’s beautiful to think about the kids watching me. Maybe they will carry this Giro into the next generation.

Mario Cipollini was the last big showman and I had the fortune of riding for him. I debuted in the 2003 Giro with Domina Vacanze and I was Mario’s penultimate lead-out man. That year he beat the stage record, taking 42 career wins. That happened in Montecatini Terme, close to my home. I led out and was able to finish fifth afterwards. The day before, we took number 41 in my city, so that was big for me.

You never forget the first time you pin on a Giro number, and I remember mine clearly because I was at the start in Lecce with Michele Scarponi as my team-mate. I still have a photograph of that day, which I posted online the day after he died.

It’s hard for me to imagine how it was for Luigi Ganna or those few others that raced the first edition in 1909. Cycling’s changed; I think we have less respect for each other, like life in general. But maybe the show is better for the fans now.

A pro since 2001, Movistar’s Daniele Bennati has won stages in all three Grand Tours. This year he is at the Giro to support Nairo Quintana



# Giro defends descending competition

**Race boss stands firm in his desire to increase public interest in cycling**

Gregor Brown in Palermo, Italy

**G**iro d'Italia boss Mauro Vegni says his short-lived descending competition was designed to give the fans more information, and expressed his frustration at the sport slowly becoming “outdated”.

Vegni explained to *Cycling Weekly* that he’s regularly asked for more information and the Pirelli-backed descending competition,

taking times on certain descents like the Stelvio, was his idea to keep the fans “interested and involved.”

“There is a problem — cycling is outdated in how it presents itself,” said Vegni.

“The climbs don’t create huge gaps like before, often it’s the descents now. Formula One has cameras everywhere and we have fear to put cameras on the bikes. Cycling wants to keep its roots, fine, but it needs to look ahead and evolve.

“It was my idea because people ask for this information. If we can provide this data then we have a public that is more tuned in and interested.”

Vegni planned to time 10 descents throughout the Giro, some midway and some earlier in the stage. The organiser would present a classification and award the overall winner €5,000. Pressure from cyclists, considering the death of Wouter Weylandt in 2011 and Chad Young last month in a US amateur race, forced the classification’s cancellation. Vegni, however, suggested something similar could return in 2018.

“How did Weylandt crash? He looked behind him and had the misfortune of hitting his pedal on a wall. Pedro Horrillo fell 60 metres [in 2009], but he lived. But how many times have cyclists descended taking risks with their butt on the top tube, how bad an example is that? What does it mean for the kids watching at home?”

“When this cycling world understands that you need to give more to the fans, we could retry it. I am collecting the data this year and I can give the information. Maybe without giving the names, just the times.”



# WHY BE

# ORDINARY?



Proudly  
ridden by  
SPIRIT  
TIFOSI  
Racing Team  
2017

## TIFOSI AURIGA

Developed with the Spirit-Tifosi team, the Auriga is designed to slice through the air and shave minutes off your race, whilst the carefully engineered geometry keeps the handling snappy and precise.

Find your local dealer and more information at [tifosicycles.co.uk](http://tifosicycles.co.uk)

EXCLUSIVELY DISTRIBUTED IN THE UK BY



# Condor ready to fly high with Mould

## Experienced squad set out their stall for more Tour Series dominance

Sophie Hurcom

**J**LT-Condor's Jon Mould is expecting a tough battle when the Tour Series gets underway this week in Redditch and Stoke-on-Trent, though he's hopeful the team can repeat its dominance of last year.

The defending champions took their third title in the criterium event in its nine-year history in 2016, winning nine out of 10 of the individual races, with Mould taking six of those.

"It looks like quite a tough year this year, there'll be possibly four or five teams fighting for the overall. You never really know how each round is going to play out because they're all so different," he told *Cycling Weekly* before round one in Redditch on Tuesday.

"We can take the confidence from last year and carry on doing what we were doing, but it's going to be a tough year and a good battle."

Seven teams will compete in all 10 rounds including JLT, 2015 winners Madison-Genesis, Raleigh-GAC, Bike Channel-Canyon and

One Pro Cycling, who return after missing last year's series.

Mould is now in his second year with John Herety's team, and won a stage of the New Zealand Cycle Classic in January. He cited JLT's experience as a big factor in their success last year, with the likes of Ed Clancy, Graham Briggs and Ian Bibby on its roster for 2017.

"Sometimes it just seems to work out. We had a really strong team and all of us could have won as many rounds as I did. Once the ball got rolling it carried on," Mould continued.

"It [experience] definitely makes a difference, this will be my fifth year, Ed and Briggsy have been doing it since it started and are definitely the most experienced boys."

This year's event also features three new venues in Wembley Park, Norwich and Aberdeen, with a Saturday night course in Bath.

"I like the new circuits because no one knows what's going to happen. Everyone's a bit more hesitant to make the efforts. It kind of suits me, it's nice there'll be more uncertainty in the races."



Mould will be looking to consolidate his Tour Series form

## Coming up at the Tour Series

### Round 2: Stoke-on-Trent

Thursday May 11, 6pm-9:15pm

**What's the course like?** An anti-clockwise 1.4km loop of the city centre with three 90° bends midway through each lap. Last June, Chris Lawless (then of JLT-Condor) won a 13-man sprint.

**Who could win?** With Lawless (now of Axeon Hagens Berman) not racing, there'll be a new winner. Jon Mould, a perennial Tour Series winner, has won here before, as has Russ Downing.

**Women's Matrix Fitness GP** Covering the same course as the men, the women race for 45 minutes. Claire Rose (Podium Ambition) took victory last year.

### Round 3: Northwich

Friday May 12, 5:30pm-8:45pm

**What's the course like?** A flat but tight, technical circuit that crosses the River Weaver twice. There are six dead-turns. The first time Northwich has hosted the race.

**Who could win?** It is likely that the winner will come from a select break, and someone who can negotiate the stop-start nature of the course. Riders like Ian Bibby (JLT-Condor) will be hopeful.

**Women's Matrix Fitness GP** The women will compete on the same course, and the challenging parcours means that only a few riders are likely to contest the finish.

### Round 4: Wembley Park

Tuesday May 16, 6:30pm-9:45pm

**What's the course like?** Iconic; a photographer's dream setting. Riding half of Wembley Stadium's concourse and Wembley Way, there are two sharp switchbacks a few hundred metres before the finish. First-time host.

**Who could win?** The technical switchbacks will bring the riders to a near standstill, but the flowing nature of the rest of the course means a sprint is likely.

**Women's Matrix Fitness GP** Starting at 6:30pm, the women get the action underway. Expect fast sprinters like Alice Barnes (Drops) to come to the fore.

**FREE**  
**PowerBar**  
**PACK**  
BOOK 8 WEEKS  
IN ADVANCE

# RIDE INTO SPRING

29 April	Dartmoor Demon   Devon
6 May	The Arrow   Lincolnshire
20 May	Surrey Hills Cyclone   Surrey
24 June	Ripon Revolution   Yorkshire
30 July	Suffolk Spinner   Suffolk
10 September	CW125   Cheshire
30 September	Malvern Mad Hatter   Worcestershire
8 October	Box Hill Original   Surrey

## YOUR CHALLENGE AWAITS

### Cycling **SPORTIVE** WEEKLY **SERIES**



**POWER BAR OFFER**  
**FINISHING SOON!**  
**BOOK NOW**

**NEW FOR**  
**2017**

### MATES RATES

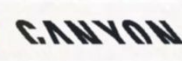
Book four or more places on any event to **SAVE 20%** on your ride  
Discount will be applied automatically at checkout

Book your place now



**ukcyclingevents.co.uk**  
get out and ride

Official Partners



Follow us



@ukcyclingevents



facebook.com/ukcyclingevents

#CWSS

#getoutandride

# No chance for the sprinters

Hilly National Champs parcours rules out fastmen and women

Chris Marshall-Bell

**B**ritish sprinters have been told they have little chance of winning June's National Road Race Championships in the Isle of Man, with a hilly route revealed last week.

Adam Blythe (Aqua Blue) and Hannah Barnes (Canyon-SRAM) proved victorious in Stockton-on-Tees in 2016, but next month's course is far more challenging. The men's 193.7km road race on Sunday, June 25 completes two laps of the island's famed 61km TT circuit, which includes the ascent of Snaefell mountain, before climaxing with 10 laps of a seven-kilometre circuit in Douglas. The women complete one lap of the main circuit and six in Douglas.

Aqua Blue rider and Isle of Man native Mark Christian believes that a relentless pace and the inclusion of Snaefell will split the race immediately and sprinters — including fellow Manx rider Mark Cavendish (Dimension Data) — are unlikely to contest the finale.

"I can't see any sprinters making the selection," Christian told *CW*. "Maybe Ben Swift, but I'd be surprised if any others do."

"It's going to favour the lads who can climb — the Yates twins [Adam and Simon], Pete [Kennaugh] and Tao [Geoghegan Hart]."

"The climb is definitely enough to split the race. The Nationals are always full-on and aggressive from the start.

Such a challenging parcours means that Lizzie Deignan will start as the big favourite in the 104km women's race on the same day. The former world champion excels on tough courses but she will need other riders to help force a selection.

Christian, who recently finished seventh on GC at the Tour de Yorkshire, also believes that wind will be a factor in the races. "Nine times out of 10 there's a headwind up Snaefell," he explained.

"Once you're over the top you get a crosswind and if there's small gaps opening up on the climb, that gap can open up further if the pressure is forced over the top. It could become a gap you can't close."

The time trial races take place three days earlier on the Thursday. The men cover 44.4km, and the women and male under-23 riders 22.2km. Both courses start and finish in St John's.



## MY VIEW...

### Chris Marshall-Bell

*Cycling Weekly* news writer

A few team managers have recently bemoaned the cost of sending riders and vehicles over to the island, but the challenging course ought to be welcomed. The climb and the winds should make this the most unpredictable Nationals in recent times and an unfancied rider has just as much chance as a favourite.





# YOUR PASSION TAILOR-MADE

#SANTINICUSTOM



## Weekly column Luke Rowe



**“On the climbs they’re riding at what they consider an easy pace but for me it’s pretty hard. It has its benefits but it’s brutal”**

**I**’m out in Tenerife for the next two weeks with Sky on a training camp, the last focused camp before the Tour de France.

A lot of people ask why we go to Tenerife, why we choose that over other places. Well, it’s for a variety of reasons. First and foremost the weather is on your side, which gives uninterrupted training. Then we stay right on top of a volcano, which can be anywhere between 1,800 to 1,900 metres above sea level. Staying at altitude has benefits, plus the roads are so quiet, it’s nigh-on impossible to do a ride with less than 3,000 metres of climbing — you’re up and down all day.

Every year there are more and more teams there. I think many of the top contenders for the Tour go and riders use it as preparation for the Giro too — there’s a hotel at the top and I think it’s pretty much full of professional cycling teams nowadays.

The training we’ll do is just the next level towards the Tour, stepping it up. In terms of altitude metres you can do 15 to 18,000 during the week. Last year we did a week that was almost 20,000.

For me I think the climbing is the biggest benefit, not being at altitude — I don’t really feel it affects me. But I’m pretty sure that doing that much climbing can only be good for me — well, I hope so, anyway!

In terms of efforts we do some top-end stuff. Through-and-offs up the climb of 20-30 second pulls each on the front. These can last up to an hour, sometimes rotating all the way up. It’s a broad section of efforts but it’s all tailored towards climbing and especially focusing on what’s required to climb constantly for hours on end. After that when we head to the Dauphiné we can really feel the benefit and feel the form coming.

There will be a lot of climbers there: Froomey, Mikel Nieve, Wout Poels... when you’re training in a group, even on a general ride, the speed they go up a climb is that much harder for me. They’re riding at what they consider an easy pace but for me it’s a pretty hard pace — you do that day in, day out, and it really drags you along and gets everything out of you. It has its benefits but it does make it pretty brutal.

Welshman Luke Rowe is Sky’s Classics specialist and often the team’s road captain. He’s also a Cardiff Devils ice hockey fan

### SANTINI CUSTOM CYCLING KIT

Our custom collection guarantees unbeatable value for price with a large variety of personalisations available. Custom kit for every type of rider from entry level to pro.



### HIGHEST QUALITY MATERIALS

We choose only the highest quality materials to guarantee performance and comfort in the saddle.



### LOW MINIMUMS

With our low order minimums you can order just 15 kits and have your team looking ready for the pro peloton!



### DESIGN SERVICE

Make your kit one of a kind. Pick your colors and take advantage of our free design service.



### PRICE

We guarantee the best possible value for price anywhere. Try us out and you won’t be disappointed.



# Single-file sign sparks controversy

## Safety guidance criticised by Yorkshire cyclists

**A** North Yorkshire road safety group has sparked controversy with signs advising groups of cyclists to ride in single file.

The signs, which 95 Alive — a road safety group containing North Yorkshire County Council, police and the Highways Agency — put up at certain points across the region, say: “Single file, the safest style”.

But they sparked some annoyance from local riders and campaigners, who pointed out that the Highway Code allows cyclists to ride two abreast and that doing so often makes groups quicker for cars to overtake.

However, Fiona Ancell, team leader for road safety at North Yorkshire County Council, said the signs had been put up at points where police data had shown there were often clashes between cyclists and drivers and where riding two abreast might well take riders into the path of oncoming traffic.

“Our prime purpose is to reduce casualties, we’ve put a lot of investment into encouraging cycling which has meant a big increase in cycling, which is what we want, but we’ve also seen an increase in incidents [between cyclists and drivers]. About 50 per cent of these incidents result from an error by a rider, and 50 per cent result from an error from a driver.”

The signs are a trial that started last year and are set to last three years to see if they have a positive impact on incidents.

Duncan Dollimore, Cycling UK senior road safety and campaigns officer, said: “It might not have been 95 Alive’s intention, but these signs can encourage the attitude that it’s fine for a driver to force his way past a group of cyclists if they’re not in single file, and reinforces the misconception that cyclists should never cycle two abreast.”

## Brits Abroad



**CW-** proud to support  
The Dave Rayner Fund

@DaveRaynerFund

### Andy Leigh, 22

Tarteletto-Isorex,  
Veerle, Belgium

**Back in Belgium?** I get a lot of opportunities with the team, we go to big races and that’s why I come back. We race with WorldTour teams like Quick Step Floors and Lotto-Soudal.

**Do you get many chances for yourself?** At this level, I need to be winning races and getting results for myself. In the bigger races the plan is get in the breakaways, but in smaller races, and if I’m not in the right move, I get asked to work on the front for a team-mate and I enjoy that, too.

**What are the big races like?** At my first training camp last year, I asked what it’s like to race with Tom Boonen. They said it’s good at first but at the same time he’s trying to rip you apart, and putting you in the gutter at 60kph is not very nice. Everything’s that little bit harder and faster, and positioning yourself is different.

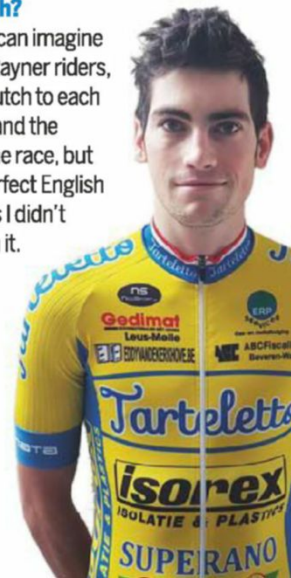
**Where are you living?** Cafe Sur Place which is the Dave Rayner Fund HQ at the moment! I enjoy it a lot, it’s good having other riders around. We have a cooking rota, too. I crapped myself when they said we’d share the cooking but I make chilli and rice.

#### How’s your Flemish?

Far from fluent. You can imagine living with a load of Rayner riders, we don’t all speak Dutch to each other! I can understand the cycling talk before the race, but everyone speaks perfect English so the first two years I didn’t really bother to learn it.

#### Season goals?

Results are very important — everyone wants to win — but, for me, performance matters more than anything.





## Road Cycling Art Collection

Eight cycling inspired pictures for the Tour de Yorkshire 2017, including the Official picture of the Tour titled 'Pedals, Passion and Glory' by the UK's 'Best Up and Coming Artist of the Year', Lucy Pittaway.






 /lucypittawayart  
[www.lucypittaway.co.uk](http://www.lucypittaway.co.uk)

Lucy Pittaway Art Gallery  
 Unit 7 & 8, Station Road, Brompton on Swale, Richmond, North Yorkshire, DL10 7SN  
 Tel: 01748 810965  
 Lucy Pittaway Art Gallery, Victoria Leeds, George Street, Leeds, LS2 7AU  
 (Apr 21<sup>st</sup> - May 31<sup>st</sup>)



# Injured Whilst Cycling?



**Cycle-SOS**

We specialise in compensating cyclists for the results of  
 Road Traffic Collisions / Pothole Accidents / Component Failure  
 Sports Accidents / Child Cycling Accidents - on a No Win, No Fee basis.

### Specialist legal services following a cycling injury:

- 24/7 free dedicated solicitor support helpline
- Compensation for your injuries
- Expedited access to specialist rehabilitation and physiotherapy, prioritising recovery
- Loss of income assessment and recovery
- Recovery of the cost of damaged bike, clothing and kit



New Website! [www.cycle-sos.co.uk](http://www.cycle-sos.co.uk)  
 Calculate your settlement online  
 Freephone 0808 100 9995

Accredited Solicitors





# Rio tandem champ smashes trike 10 record

## Duggleby swaps two-wheeled glory for three

Vern Pitt

**P**aralympic gold medal-winning tandem pilot Adam Duggleby has said he has no plans to further his trike career after he smashed the national 10-mile tricycle time trial record earlier this month.

Duggleby had never ridden a trike before borrowing one a week before his record attempt at the Tricycle Association event in Yorkshire on May Day bank holiday. He clocked a time of 19.30, knocking 1.21 off the previous record set by Barry Charlton in 2012.

He said: "I've never really ridden a trike before. Normally I ride that event with Steve [Bate, Paralympic gold medallist] on the tandem, you can't ride a

standard bike on that event. Steve was in Scotland so I couldn't ride with him and I've been saying about doing the trike record for a couple of years. I thought it would be challenge."

Duggleby said riding a trike was "an absolute nightmare" at first. "I picked it up on the Tuesday before the event... The first time I went out on it, the camber of the road pushed me left. I leaned instead of turning the bars. I went into a field head-first," he said.

Undeterred, he proceeded to strip and rebuild the bike with electric gears, his own bars and regreased bearings in preparation.

He racked up 120 miles on it before the record-breaking ride. "I was only really worried about the first corner because

when you start that race you turn left down a slip road and then do a left-hand corner and I couldn't remember how tight it was," he said.

Duggleby went on to set his best power figures for a 10-mile TT.

"I wasn't intending to make a career out of trike riding. I might have another go — the guy I borrowed the trike from said I'm welcome to hang onto it for a bit," he said.

Would he advise others to give trike riding a go? "They are dangerous if you get to a corner and get it wrong — there's no second chance. I wouldn't really recommend anyone riding one. It made me realise the people on the [Paralympic] team who ride them are pretty brave," he added.



FIND  
MORE  
FREE  
MAGAZINES

**FREEMAGS.CC**

# IS IT HIS YEAR AGAIN



2017 RACE GUIDE

## Tour

Mark Cavendish  
Sprinting for the all-time Tour stages record

Peter Sagan  
Outlining his incredible sixth green jersey

**FROOME CHASES FOURTH WIN**  
Written bills to join the cycling greats

Froome's star rivals  
Alberto Contador  
Christopher Froome  
Geraint Thomas  
Nairo Quintana

Our boys!  
Geraint Thomas  
Chris Froome  
Nairo Quintana

**RACE BOOK**  
Follow every TDF stage from Düsseldorf to Paris  
+ All Tour teams, riders, bikes and kit

Cycling

&  
FREE



**The Ultimate Tour Guide | ON SALE 24<sup>TH</sup> MAY**  
Available to pre-order NOW at [po.st/TOUR2017](http://po.st/TOUR2017)  
Only £8.99 with **FREE** Tour socks

#forthefans

# THE BIG QUESTION

## What is your favourite line from a TV cycling commentator?

On seeing Vladimir Karpets being dropped, the late, great David Duffield commented: "Well, it's curtains for Karpets."

*Tony Coughlan*

Paul Sherwen: "And Bo Hamburger is, dare I say it, fried!"

*Kenny Morgan*

Sean Kelly before a Tour de France time trial, on being asked what the day's strategy entails: "Er, basically to ride as fast as possible from A to B."

*Simon Owens*

David Duffield reading a poem from a funeral while it was all kicking off on the Ventoux. The timing was so terrible!

*Daniel Jones*

"Because who's that coming up behind him... it looks like Roche... it is, it's Stephen Roche!" First Tour de France I ever watched and I was hooked. Still get goosebumps thinking about him appearing out of the mist. Don't want to get all sentimental for the good old days but it was made all the more exciting because nobody had absolutely any idea he was there — something that wouldn't happen now with rider radios and cameras everywhere.

*Richard Foad*

Carlton Kirby and Matt Stephens, last year on the Tour de Yorkshire when the riders were going past a field of llamas. Kirby suggests that if they get out it will be a "Llama Drama Ding Dong".

*Andy Wardle*

"They're like cattle in a mad way, but cattle on bikes." [An Alan Partridge classic — Ed]

*Richard Williams*

"They'll probably rename Governor Street after him, I wouldn't be surprised" — Carlton Kirby and Matt Stephens, on Peter Sagan's World Championship win in 2015.

*Jan Stritesky*

Paul Sherwen: "He's going to have to dig deep into his suitcase of courage."

*Graham Wright*

I also remember something from Sherwen like: "He's in the suitcase of pain, looking for new underpants." Hugh Porter: "Jess Varnish has just polished them all off."

*Mike Salkeld*

Carlton Kirby often refers to the Raleigh team colours as "lipstick and custard".

*Dave Pargeter*

Carlton Kirby talking about Bauke Mollema: "He sounds like he was named under water."

*Steve Burton*

"It's going to be Scotland's day" — Tour de France, 1984. Robert Millar owning the Pyrenees.

*David Crombie*

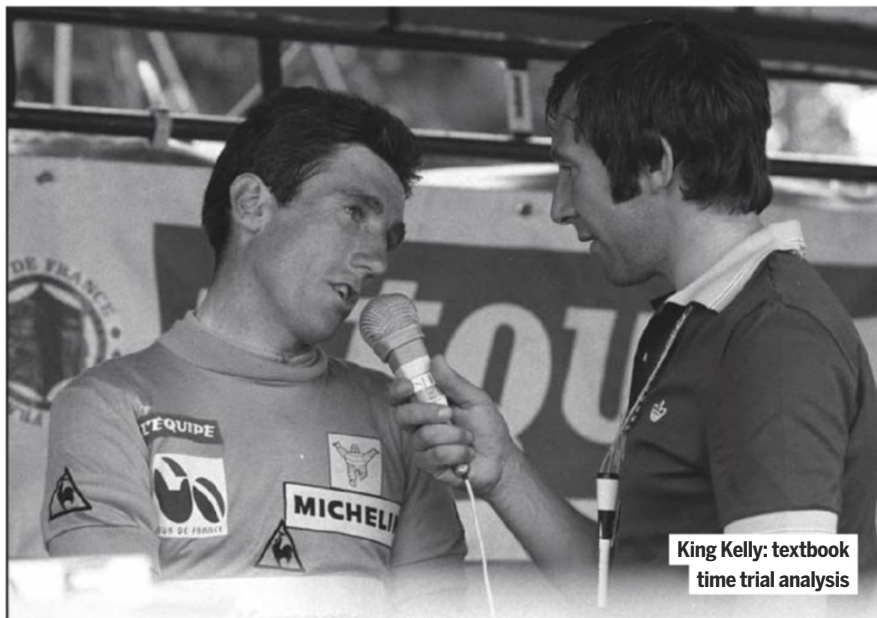


Photo: Graham Watson

### Next week's big question...

What's the best cycling-related item that you have ever owned?

Reply to us at [cycling@timeinc.com](mailto:cycling@timeinc.com) or at [www.facebook.com/CyclingWeekly](https://www.facebook.com/CyclingWeekly)

Discuss. Share. Participate.

[/DecathlonUK](https://www.facebook.com/DecathlonUK) [@DecathlonUK](https://twitter.com/DecathlonUK) [/DecathlonUK](https://www.instagram.com/DecathlonUK)

**BTWIN**  
exclusively at

**DECATHLON**  
co.uk  
SPORT FOR ALL | ALL FOR SPORT

# Letters

Letter of the week  
wins a Lazer O2  
helmet worth £69.99



## Recovering with CW

STAR  
LETTER

Having broken my hand just before Christmas and unable to ride for nearly two months, I wish I'd been able to read Hannah Reynolds's excellent feature on recovering from injury (CW April 20) at the time.

I found it a really difficult process. All the hard work building a level of fitness is lost so quickly.

Like Hannah, I found that replacing riding with walking was a great help, as was watching my diet, particularly over the Christmas holiday. Keen to keep my fingers moving as much as possible, I perhaps would do too much, then worry I had caused further damage. Oh, and then feeling guilty at burdening the overstretched NHS — more than once, waiting hours in A&E, just for them to check me over.

Five months on, my hand isn't completely better — there are still twinges and weaknesses — but I'd say my riding and fitness is back to where I'd expect (for a moderately fit, if determined, mid-fifties bloke!). This was the first broken bone I'd ever suffered, it could have been much worse, but I learned a lot about myself through the recovery process.

Graham Moss, Carlisle, email

## Future looks fast

Mark Cavendish has one great Tour in his legs and he will win six stages next year. The Kennys should be allowed to be super-mum and super-dad and they will be stars on the screen but

in chairs and not on bikes. As for our riders, when we have a 22-year-old Elinor Barker winning a gold and two silvers as a veteran, the future for our great sport looks good.

Peter Booth

## Ignoring the old school

Like Eifion Jones (CW April 20) my only bike is a 24-year-old Ribble built with Columbus SL tubing. The wheels are sprints, with the rear fitted with a 7-speed block, using down tube levers. I don't use a Garmin or Strava and after 60 years I still enjoy every mile I ride. When out, I wave or say hello to every rider I see and I am often ignored.

Chris Clarkson, email

## Brit kit complaint

The point I want to raise is why, when we've got fabulous cyclists in this country and amazing designers, the British Cycling kit is so bad? On the track, one minute they're mainly blue and in the next shot the kit's white.

Head on, they become almost undistinguishable from the others and from the rear anonymous. New Zealand: black; Spain: colourful; France: blue; and what are we, a 'hotchpotch' viewed from any angle. We've a red, white and blue flag so surely some designer could come up with a skinsuit that is easily spotted from any angle. I love cheering our lot on but half the time I don't know where they are in a bunch sprint.

Ray Duffy, Ingleton, email

SAVE  
£££!

Subscribe to *Cycling Weekly* from just £2.12 an issue! Call 0330 333 1113 or subscribe online. See pages 20-21 in this issue for details

SUBSCRIBE NOW!

## CYCLING WEEKLY, TIME INC. (UK) LTD

### CONTACT US

cycling@timeinc.com | 01252 555233  
Time Inc. (UK) Ltd, Pinehurst 2, Pinehurst Road,  
Farnborough Business Park, Farnborough, Hants, GU14 7BF

**Editor:** Simon Richardson  
**Deputy editor:** Hugh Gladstone  
**News editor:** Vern Pitt  
**News writer:** Sophie Hurcom  
**Features editor:** James Shruballs  
**Fitness editor:** David Bradford  
**Fitness writer:** Paul Knott  
**Tech editor:** Symon Lewis  
**Tech writers:** Oliver Bridgewood, Rupert Radley, Hannah Bussey, Paul Norman  
**Editorial:** Jocelyn Mack, Simon Smythe, Chris Marshall-Bell

**Production editor:** Daniel Thomas  
**Deputy chief sub editor:** Jonathan Emery  
**Senior sub editor:** Rob Hoyles  
**Group art editor:** Daniel Báines  
**Deputy group art editor:** Ben Smith  
**Senior designers:** Steph Tebboth, Nicola Jones  
**Photographers:** Christopher Catchpole, Daniel Gould, Andy Jones  
**Picture editor:** Simon Scarsbrook

**Content director:** Simon Collis  
**Digital editor:** Richard Windsor  
**Associate digital editor:** Nigel Wynn  
**Web writer:** Henry Robertshaw  
**Senior videographer:** Thomas Ellis  
**Videographer:** Andrew Daley

### ADVERTISING

**Head of market:** Sean Igoe  
01252 555372, sean.igoe@timeinc.com  
**Senior media adviser:** Nick French  
01252 555375, nick.french@timeinc.com  
**Senior media adviser:** Robert Hudson  
01252 555338, 07946 513 184, robert.hudson@timeinc.com  
**Media adviser:** Jack Scarr  
01252 555362, 07973 655 198, jack.scarr@timeinc.com  
**Sales executive:** Georgia Yardley  
01252 555303, georgia.yardley@timeinc.com

**Marketing manager:** Victor Alway  
**Events executive:** Dawn Brooks  
**Marketing designer:** Mike Rawley  
**Brand assistant:** Martine Derwish  
**Cycling managing director:** Steve Prentice  
**Group magazine editor:** Garry Coward-Williams  
**Managing director:** Oswin Grady

24,631 abc

Cycling Weekly ABC, Jan-Dec, 2016 (print & digital)

Subscriptions hotline 0330 333 1113  
Email [ipcsubs@quadrantsubs.com](mailto:ipcsubs@quadrantsubs.com)  
Or subscribe online at... [www.cyclingweekly.co.uk](http://www.cyclingweekly.co.uk)

**SUBSCRIPTION RATES (for 51 issues, including postage)**  
£356.25 inside the UK; £294.90 Europe; USA \$384.20; Rest of World \$251.79 Send orders and correspondence to: Oakfield House, 35 Ferryman Road, Haywards Heath, West Sussex RH16 3DH. Cheques payable to Time Inc (UK) Ltd.

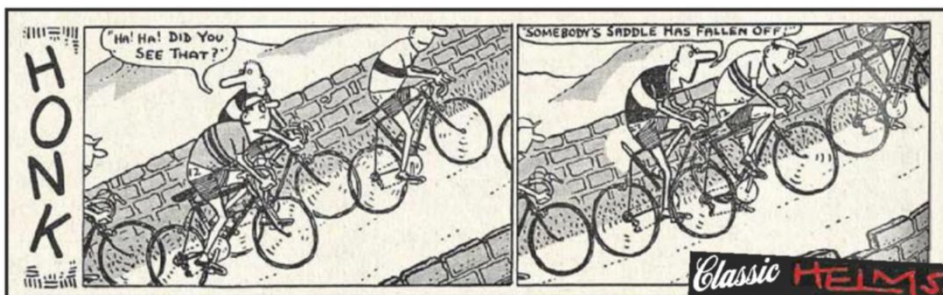
**BACK ISSUES:** John Denton Services, Unit 6, Viking Trade Park, Newark Road, Peterborough, PE1 5EC Tel: 01733 688 964, [www.mags-uk.com](http://www.mags-uk.com)/Publisher/TimeInc

Cycling Weekly, 0011-4316, is published weekly by Time Inc. (UK) Ltd, Blue Fin Building, 110 Southwark Street, London, SE1 0SU, England. The 2017 US annual subscription price is \$384.20. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. US Postmaster: Send address changes to Cycling Weekly, Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscription records are maintained at Time Inc. Blue Fin Building, 110 Southwark Street, London, SE1 0SU, England. Air Business Ltd is acting as our mailing agent. Registered at the Post Office as a newspaper. Printed in the UK by the Wyndeham Group, Distributed by Marketforce (UK) Ltd, a Time Inc. (UK) Ltd company, 2nd floor, 5 Churchill Place, Canary Wharf, London E14 5HU

**CONDITIONS OF SALE AND SUPPLY** This periodical is sold subject to the following conditions, namely that it shall not, without the written consent of the publishers first being given be lent, resold, hired out or otherwise disposed of in a mutilated condition or price in excess of the recommended maximum price shown on the cover and that it shall not be lent, resold, hired or otherwise disposed of in a mutilated or any unauthorised cover by way of Trade or affixed to or part of any publication or advertising, literary or pictorial matter whatsoever.  
© Time Inc (UK) Ltd, 2017 ISSN 0011 4316. No. 6414

**EDITORIAL COMPLAINTS** We work hard to achieve the highest standards of editorial content, and we are committed to complying with the Editors' Code of Practice (<https://www.ipso.co.uk/IPSO/cop.html>) as enforced by IPSO. If you have a complaint about our editorial content, you can email us at [complaints@timeinc.com](mailto:complaints@timeinc.com) or write to Complaints Manager, Time Inc. (UK) Ltd Legal Department, Blue Fin Building, 110 Southwark Street, London, SE1 0SU. Please provide details of the material you are complaining about and explain your complaint by reference to the Editors' Code. We will endeavour to acknowledge your complaint within five working days and we aim to correct substantial errors as soon as possible.

Time Inc.



Johnny Helms was *Cycling Weekly's* resident cartoonist from February 1946 until November 2009.

Complete this order form and send to:

**FREEPOST Time Inc**

(No further address needed. No stamp required – for UK only)

**YES! I would like to subscribe to Cycling Weekly**

Please tick your preferred payment method:

UK 6 Monthly Direct Debit - Pay only £53.99 every 6 months, saving you 30% (full price £78.13)

**TOP OFFER**

UK 1 year cheque/cash/credit or debit card (51 issues) - Pay only £115.99, saving 25% (full price £156.25)

UK 2 years cheque/cash/credit or debit card (102 issues) - Pay only £217.49, saving 30% (full price £312.50)

**Your details**

Mr/Mrs/Ms/Miss: Forename: \_\_\_\_\_

Surname: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Home Tel No: (inc.area code) \_\_\_\_\_

Mobile No. \_\_\_\_\_

Date of Birth:

**I would like to send a gift to:**

Please also fill out 'Your Details' above. To give more than one subscription, please supply address details on a separate sheet.

Mr/Mrs/Ms/Miss: Forename: \_\_\_\_\_

Surname: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

**Choose from 3 easy ways to pay:**

- 1. I enclose a cheque/postal order made payable to Time Inc. (UK) Ltd., for £ \_\_\_\_\_
- 2. Please debit £ \_\_\_\_\_ from my:  Visa  Visa Debit  MasterCard  Amex

Card No:  -  -  -

Expiry Date:

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
(I am over 18)

**3. Pay only £53.99 every 6 months by Direct Debit (UK only)**

**Instruction to your Bank or Building Society to pay by Direct Debit**  
For office use only. Originator's reference - 764 221



Name of Bank: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Account Name: \_\_\_\_\_

Sort Code:

Account No:

Please pay Time Inc. (UK) Ltd. Direct Debits from the account detailed on this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Time Inc. (UK) Ltd. and if so, details will be passed electronically to my Bank or Building Society.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
(I am over 18)

£53.99 payable by Direct Debit every 6 months. This price guaranteed for the first 12 months and we will notify you in advance of any price changes. Offer open to new subscribers only. Direct Debit offer is available to UK subscribers only. Offer closes 2nd June 2017. Please allow up to six weeks for delivery of your first subscription issue (up to eight weeks overseas). The full subscription rate is for 1 year (51 issues) and includes postage and packaging. If the magazine ordered changes frequency per annum, we will honour the number of issues paid for, not the term of the subscription. For enquiries and overseas rates contact help@magazinesdirect.com or call +44 (0) 330 333 1113. For full terms and conditions visit www.magazinesdirect.com/terms. The Rewards scheme is available for all active print subscribers of magazines published by Time Inc. (UK) Ltd, free of charge. Full terms and conditions are available at mymagazinerewards.co.uk. Digital subscribers also get access as long as the subscription has been purchased directly through the publishers at magazinesdirect.com. We will process your data in accordance with our Privacy Policy (www.timeincuk.com/privacy). By providing your information, you agree to be contacted by Time Inc. (UK) Ltd, publisher of Cycling Weekly and other iconic media brands, with information about our goods and services and those of our carefully selected third parties. Please tick here if you do not wish to receive these messages:  by email and/or SMS  by post and/or telephone  about carefully selected third party goods and services.

**QYC code 12RG**



**YOUR FULL SUBSCRIBER PACKAGE INCLUDES...**

- » Getting the magazine for less than you'd pay at the newsagent
- » Having your copy delivered to your home every week
- » Exclusive subscriber rewards. Join Rewards at [cyclingweekly.co.uk/rewards](http://cyclingweekly.co.uk/rewards)



**0330 333 1113**  
Quote code: 12RG  
(Monday to Saturday from 8am and 6pm, UK time)

# Subscribe to **Cycling Weekly** from just £2.12 an issue



Subscribe online at  
[cyclingweeklysubs.co.uk/12RG](http://cyclingweeklysubs.co.uk/12RG)



Complete  
the coupon  
opposite

THE DIRECT DEBIT GUARANTEE: This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits. If there are any changes to the amount, date or frequency of your Direct Debit Time Inc. (UK) Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request Time Inc. (UK) Ltd to collect a payment, confirmation of the amount and date will be given to you at the time of the request. If an error is made in the payment of your Direct Debit, by Time Inc. (UK) Ltd or your bank or building society you are entitled to a full and immediate refund of the amount paid from your bank or building society. If you receive a refund you are not entitled to, you must pay it back when Time Inc. (UK) Ltd asks you to. You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.



---

---

# Derek Cottingham's disallowed 25-mile record, 1971

**A series of smallprint setbacks and bad luck have conspired to make Derek Cottingham the greatest time triallist that never was**

Simon Smythe

**“C**ottingham smashes ‘25’ record!” screamed the cover of *Cycling* on October 9, 1971. The previous Saturday Derek Cottingham had taken 13 seconds off Alf Engers’s 1969 record of 51.00. At 21 years old Cottingham was a sensational young talent. He was already national champion at 25 and 50 miles. He had won the season-long Campagnolo Trophy two years running. Cottingham had not only taken Engers’s record and his jersey but he also had the rock star looks and attitude to entirely usurp ‘King’ Alf, who was that year yet again battling a ban for infringing amateur regulations.

But the Road Time Trials Council (RTTC) announced in February 1972 that because the starting order of the last 20 riders that day on the K16/25 course on the A38 in Staffordshire did not comply strictly with Regulation 31a, Cottingham’s record would not be accepted. Regulation 31a required “faster competitors” to be started at “not less than five minute intervals”. The organiser of the Oldbury and District event had set the top 20 in the Campagnolo Trophy off at the back of the field at one-minute intervals. His aim had been to ensure weather conditions would be the same for the fastmen, as well as to create a buzz for the many spectators, but he had unwittingly got them all disqualified.

Cottingham’s response at the time was a shrug and “I’ll just have to do it again”. On the day he broke the record he had told *Cycling*’s reporter, Bernard Thompson, that he was “not very happy” because he hadn’t broken 50 minutes. It might have seemed like breathtaking arrogance but that was the reality of Cottingham’s potential. It was also an insight into a complicated man who, by his own admission, was “always pessimistic” but who was able to harness his lack of self-belief to drive his extraordinary performances.



Cottingham's hunger was never in question

However, the disallowed competition record seemed to trigger a run of injustices or instances of simple bad luck that turned Cottingham’s pessimism into a self-fulfilling prophesy, ensuring he was never credited with a competition record at any distance.

Cottingham, now 66, is wearing a Weird Fish T-shirt (“make sure you get ‘weird’ in,” he tells photographer Chris) and carpet slippers and is perching on the edge of his sofa, looking at once youthful and world weary as he recalls scenes from the 1970s that still fill him with both pride and regret. “At the time I was more disappointed that I hadn’t beaten 50 minutes,” he confirms.

## Putting in the miles

“It was the end of the season so there weren’t any more chances but the way I was going I thought ... next year, won’t be a problem. I’ll just target fast courses and it’ll be easy. Which it would have been in ‘71 if I’d just done that all year.”

Cottingham had instead spent the 1971 season, as he had done in 1970, chasing the points-based Campagnolo Trophy, which took him to courses around the country that weren’t necessarily the fastest: “I thought it was a better thing to win than the National 25 because it was right through the season. Most of the top riders rode the events.”

There were bonus points for wins, course records and competition records and Cottingham had got course records in all the Trophy events he’d ridden except one. He puts his super form that year down to a colossal increase in his training. “I was doing 40 miles to work each way and training in the evenings as well. I was doing 25,000 miles a year in 1970 and 1971,” he says.

Photos: Chris Catchpole, CW archive



"I started doing that towards the end of '69. I was working at a carpet and upholstery warehouse in Guildford and they relocated to Catford. I was too lazy to find another job — I don't like change — so I thought, well I'll ride up there.

"The first four months, autumn going into the winter, I was shattered. I'd get home and, bang, on the bed."

However, as Cottington's body adapted to the phenomenal load he found himself going faster and faster until by the end of the 1970 season his 25-mile time was down to 52 minutes and the first 30mph '25' seemed within his grasp. Cottington had already publicly declared he thought it was possible, and had put a famous back up in the process.

"I used to go to Herne Hill, Monday Comp. Reg Harris was up there. I didn't ride — I just went in there on the way home to see what was happening. I got chatting to somebody and even then we were talking about beating 50 minutes for the '25' when my best was only a '55'. Reg Harris and some other lads came over and he didn't seem to think that was a reasonable thing to think, that I could do that. Because it was 10 per cent. So I asked him what sort of times he did. I said well on here you do about 11.2 for 200 metres. It's only the same as you going down to 10.2 — it's only a 10 per cent increase. To Reg Harris, five-times world champion and me a little nipper, a mouthy little git! I can't remember what his reaction was but we didn't speak much after that."

The Oldbury and District CC 25 on Saturday October 2, 1971 was the penultimate round of the Campagnolo Trophy. "The aim was just to win it, to get course record, which I think was only a 54. My best at that point was a 52 and then it [comp record] just happened," Cottington remembers.

Cottington, on scratch, was off last. A minute in front of him was Phil Bayton. "I don't know if I've remembered this correctly or if I should even say it but as I

was warming up Phil Bayton was sitting on the kerb with some mates," says Cottington. "As I rode by he said 'if you catch me you'll get comp record'. I didn't

## The 50.47 bike

"Yes, it's up in the loft somewhere so I'll dig it out," said Derek Cottington when we contacted him to set up the interview and photoshoot.

Sure enough, there was the Holdsworth "in Faema colours," Cottington points out — since all the contemporary photos of him riding it are in black and white — in the corner of the sitting room minus wheels with a length of raffia string keeping the chain tensioned.

"I got it from Holdsworth's on the Lower Richmond Road — I suppose it would have been Roy Thame who built it.

"I used a 57 [tooth] chainring, 13-17 block," says Cottington. "I couldn't use the 13 — it felt too big. Probably I didn't train optimally for the big gears. I could have used them better but maybe it was because I was a bit OCD. There weren't computers on bikes then, but I still wanted to know numbers. The only way I could do that was by counting my pedal revs, which I did almost all the time. So I had to stay in the same gear. I used the 57 and straight-through block for going to work as well, so it was usually 57x17, which was a 90-inch gear, and I knew that if I did 115 revs I'd do half a mile. So then I would train on that gear. I had a watch, so if I was doing intervals I knew how far I'd gone. I could do a 10-interval session and I'd have to remember it, come home and write it all down and work it all out. I could do that. I could remember how many revs I'd done for that bit... so I think that probably held me back a bit."

say anything. I knew he was good and I didn't know what was going to happen but I was going to give it a good go."

So did Bayton act as a carrot?

"I would have done the same ride even if it was in training. Some people need something to motivate them when they're riding a time trial but I just like doing it. I just like riding hard."

However, the RTTC's Regulation 31a must have been put in place because of the risk of top riders pacing each other, whether intentionally or not?



Cottington turns over a gargantuan chainring en route to his 50.47

**"I'm not worried; I know what I did and that it was legitimate — and that's good enough for me"**

"Yeah but that can't make you do something you're not capable of doing," insists Cottington. "I think I would have done the same sort of ride whether he was there or not."

### Chasing Bayton

Cottington got to within 50 metres of Bayton with five miles to go. "I thought, do I really want to get involved in this, this far out from the finish? Because he might need a carrot and if I go there he might start blasting past again."

So Cottington decided not to go straight past Bayton. "I wouldn't say I eased off but I just stayed there until about half a mile to go. There were hoardings out so I knew. So I thought right, now, bang. I went past him and I



could see his wheel coming back up to my bottom bracket and it was just real gritting the teeth. Then I blew him away and he ended up two seconds behind me, which is quite a lot at that speed. But he was really giving it some, trying to get back past me. That was the only time I passed him.”

Cottington and Bayton finished first and second, Cottington with his 50.47 and Bayton on 51.49. Willi Moore, in third place, was a minute and a half back with 53.24.

“It was a nice day on the K16 but it wasn’t that quick,” remembers Cottington. If you look at the times they were average except for me and Bayton. John Burnham was fourth and he did a ‘54’. He did 51.40 when Alf did

the 51 dead. Bayton went past him and I went past him for three minutes. You know, there’s the second-fastest 25-miler ever and he’s just...” Cottington seems momentarily overwhelmed.

“I’m not worried. I know what I did and that it was legitimate and that’s good enough for me,” Cottington concludes.

Despite the shrug and the casual pledge to “do it next year” the wheels fell off Cottington’s campaign in 1972 as he was hit by more disappointment.

“I was ill, bronchitis, not good, rode the Christmas 25 and you shouldn’t do that when you’re not well. I don’t know if that affected me long term because I was alright in other events in ‘72. But my job changed — they moved back to Kingston so I was doing 45 miles a day instead of

80. I was too lazy to go out and do the other bit.”

Did the disallowed comp record have an effect on Cottington’s morale for 1972?

“I don’t know... maybe it did. But the Olympics — yeah, that was worse.”

Cottington and a team of crack riders from the London West district — Martyn Roach, Jeff Marshall and Bob Porter — won the national team time trial, which was supposed to be an Olympic selection event. “We rode and we did the best team time trial I’ve ever done,” says Cottington. “We did a 2-7, which would have been comp record if there had been a comp record for 100K then. So that’s another one I missed,” he says ruefully.

The team eventually selected for the Munich Olympics had been down to ride but didn’t start. “Phil Edwards, Phil Bayton... but they didn’t even turn up. I can understand it though,” Cottington continues. “There was a six-man road squad and they picked four riders out of them to ride the team time trial. We weren’t going to win any medals, either team, but it would have been nice just to go on merit. We did the time.”

The third of Cottington’s greatest misses was the 10-mile competition record: “I think I had the fastest ‘10’ on record with 20.44,” he says. “Then there was a [official] comp record for the first time the next year [1972] and Willi Moore did a 20.36 and got it. Then there was the vets’ ‘30’ record that I didn’t get [in 1991]. I did a 1:1.13. I wouldn’t have had it long — Eddie Adkins came in and did a ‘59’. But I thought ‘at last, 20 years on I’ve got a comp record!’ But it was, ‘nah, you’re not a member of the veterans’ whatever’... But if you you’re over 40 you’re a vet, right? So that’s four of them I’ve missed.”

Perhaps the most tantalising and intriguing miss came in 1978, the year that Alf Engers broke 50 minutes for 25 miles — the first time Cottington’s 1971 disallowed time of 50.47 had been beaten. “I did get reasonably good again in ‘77 and ‘78, says Cottington. “Up until the championship [National 25] in ‘78 Ed [Adkins] was beating me and I was getting closer and closer. The championship was a bit strange. I thought I’d done a long ‘54’ and I’d been given a long ‘56’. Ed did a middling ‘55’ and won it. Anyway. I was probably



Cottingham with the '71 Campagnolo Trophy

wrong about the time but I don't see how I was doing a '56' because I was timing myself — each five [miles] I was doing 11 minutes or so. After the championship I rode against Ed, Alf, Martin Pyne, Roger Queen, all of them, and I didn't get beaten in a '25' the rest of that year. And then Alf did the '49'. I had actually entered that event. But I was showing off, feeling really strong. I was working in Anerley and I was coming back, riding with somebody, and I said, 'I could break this sprocket any time I like'. So I just went, umph, just like that and I bust it and whacked my ankle on the crank. And..." Cottingham speaks slowly and

widens his blue eyes as if the reality is only just sinking in, "I couldn't ride that '25' that Engers did a '49' in.

"But I was a bit like, yeah, he rides in the middle of the road. I used to say I was brought up in the gutter and that's where I'll stay."

#### Private chancer

However, inwardly seething at having DNS'd from the most important time trial of the 1970s while on top form, Cottingham decided to do a self-timed '25' the Engers way on the A3, his local dual carriageway: "I timed myself on a private '25' one evening coming home. There was



A spent force after the Christmas '25' in '72

**"I timed myself on a private '25' on the A3 one evening coming home — I did a long '47"**

a Southern RRA 25 course measured out. It started up at Robin Hood Gate and went down the A3, I can't remember if it turned at Oxshott or Cobham, and came back. So I thought right, I'll do that and I'm going to ride down Kingston bypass in the middle lane just to see how quick it is. And it is bloody quick when you're out there. And I did a long '47'. It was an evening. There was a slight drift, tailwind coming back, but there was loads of traffic going out. My ankle had got better and... yeah, it was scary riding out, but I thought yeah, I'll ride out here. Because I wasn't happy about Alf doing the '49'. I wanted to do it first. 47.56 it was. It was a rolling start but that's only worth a few seconds."

Cottingham's name may not appear in time trialling's record books but in its folklore he is a legendary figure who, had Lady Luck dealt him a better hand, may well have broken the '25' record at both ends of the Seventies and become the first man to go sub-50 minutes. 'King Cotters' has a certain ring to it...



Cottington returned to his prime in the late Seventies



# 42 Rides ■ Road & MTB

UP TO 3 ROUTE CHOICES | FULLY SUPPORTED CYCLING EVENTS

## 2017 Event Calendar

- |         |                        |                 |         |                       |               |
|---------|------------------------|-----------------|---------|-----------------------|---------------|
| 27 May  | County Durham Dynamo   | Darlington      | 2 Sept  | The Tempest           | Warwick       |
| 3 June  | Sussex Gran Fondo      | W.Sussex        | 9 Sept  | Mendips Sportive      | Somerset      |
| 4 June  | South Downs Epic       | W.Sussex        | 16 Sept | New Forest 100        | Hampshire     |
| 11 June | French Revolution      | Dover-Calais    | 17 Sept | New Forest 100        | Hampshire     |
| 25 June | Bournemouth Sportive   | Dorset          | 24 Sept | Le Tricolore          | Dover-Calais  |
| 9 July  | Magnificat             | Berkshire       | 30 Sept | Ay Up Yorkshire       | N.Yorkshire   |
| 15 July | Cotswolds Sportive     | Gloucestershire | 15 Oct  | Exmouth Exterminator  | Devon         |
| 16 July | Ups & Downs            | Surrey          | 22 Oct  | Forest Ranger         | Staffordshire |
| 23 July | Mega Meon              | Hampshire       | 22 Oct  | South Downs 100       | W.Sussex      |
| 5 Aug   | Chiltern Classic       | Wycombe         | 28 Oct  | Hawker Hurricane      | Northampton   |
| 12 Aug  | Steeple Chase          | Cambridgeshire  | 29 Oct  | Royal Flyer           | Norfolk       |
| 13 Aug  | Sussex Surrey Scramble | W.Sussex        | 4 Nov   | Devils Punch          | Hampshire     |
| 13 Aug  | Nothern Angel          | Newcastle       | 18 Nov  | Purbeck Hill-a-saurus | Dorset        |
| 19 Aug  | Yorkshire Tour         | N.Yorkshire     | 25 Nov  | Fallen Leaves         | West Sussex   |
| 19 Aug  | Wye Valley Warrior     | Chepstow        |         |                       |               |



Be part of the UK's Premier Sportive Events  
[ukcyclingevents.co.uk](http://ukcyclingevents.co.uk)

#getoutandride Follows us @ukcyclingevents facebook.com/ukcyclingevents

In partnership with



# TAKE TO THE ROAD YOUR CHALLENGE AWAITS

**PowerBar**

**POWER BAR OFFER  
FINISHING SOON!**



Book today for your **FREE**  
product pack worth £10

[#getoutandride](#)

# Canyon reinvents its women's range

German brand takes a fresh approach to women's specific road bikes with 650b wheels and research-based geometry

Michelle Arthurs-Brennan

**C**anyon has launched its first range of bikes with unique female-specific frames, offering a carbon and aluminium Endurance and a carbon Ultimate chassis — each with a unique 'WMN' geometry.

All three frames feature disc brakes and the Canyon-SRAM women's pro team will line up to start the three-day Tour of California aboard the rotor-equipped Ultimate. Disc brakes are currently not legal in UK road racing.

In a bid to offer smaller riders the same quality of handling enjoyed by their taller colleagues, Canyon has developed the smallest frames around a 650b wheel size that caters for women down to 152cm.

Canyon claims to bring an alternative to what it calls 'watered-down', 'half-baked' and 'over-complicated' women's bikes with its three new frames.

## Creating the WMN range

The brand employed ex-sponsored rider Katrin Neumann as women's product manager when it became aware it needed a female perspective to create women's bikes — and in 2016 it became the title sponsor of UCI pro women's team Canyon-SRAM.

Canyon began with the question: do we need to create a women's bike?

Based on measurements from 60,000 female customers, Canyon's data painted a picture of the average woman as being shorter, lighter, and producing less power than an average man. But alongside narrower shoulders, it also found women

had an average wingspan 2cm shorter than that of a man of equal height, as well as greater pelvic flexibility.

If the arm-length finding was fact, it meant that an average female rider, of identical height to an average male rider, would generally be riding in a more stretched position aboard the same-sized bike. The answer then was yes — they needed a women's bike.

Neumann explained the key shifts in geometry, saying: "We position the women in the same way that we do



men on a bike — taking into account the average differences between measurements. On average, we have shortened the top tube a little bit and lengthened the head tube a bit — but each frame size has been developed as an individual frame."

Across the range, models start at 3XS, progressing to a Medium, with 650b wheels featuring on the 3XS and 2XS chassis.

## The wheel deal

Canyon claims that a small frame accommodating a 700c wheel will always suffer in its handling as a result of the enforced slack head angle and long trail required to make the pieces of the jigsaw fit together. With a smaller wheel,

Prices	
Endurance WMN AL Disc 6.0	£1349
Endurance WMN AL Disc 7.0	£1499
Endurance WMN CF SL Disc 7.0	£1799
Endurance WMN CF SL Disc 8.0	£2199
Endurance WMN CF SL Disc 9.0 Ltd.	£5299
Endurance WMN CF SL Disc 9.0 SL	£4199
Ultimate WMN CF SLX 8.0 Disc Team CSR	£2649
Ultimate WMN CF SLX Disc 8.0	£2999
Ultimate WMN CF SLX Disc 8.0 Di2	£3899
Ultimate WMN CF SLX Disc 9.0 Team CSR	£5499



optimum values can be upheld.

Asked why the traditionally more common 650c size was discarded as an option, Neumann explained: “A 650c wheel is very, very small. The 650b size allows better rolling resistance.”

The wheels have been provided by Reynolds, with DT Swiss hubs and Schwalbe One tyres — and Canyon hopes more manufacturers will follow the trend, making materials eventually more readily available. Models featuring the 650b wheel size have mid-compact chainsets (52/36t) as opposed to the compact (50/34t) found on 700c versions.

The two Endurance models start with the aluminium, Shimano 105-equipped option retailing from €1,499. UK prices will be announced shortly.

## PRO VIEW

**Canyon-SRAM team rider Tiffany Cromwell is 166cm tall, between a 2XS and XS frame size. She’s tried both and said: “When they first came to us, we were all quite sceptical. Trixi [Worrack] was the first to try it, and straight away she saw a big difference.”**

**She praised the acceleration of the 650b wheel size, saying: “It’s made me realise that riding 700c may have given me a disadvantage — I think about all the one and two seconds in races that could have made a difference.”**

## HOT STUFF

### Pinarello Dogma F10

The F10 is an update of the F8 — Pinarello didn’t bother with an F9 — rather than a brand new bike. Aerodynamically it is faster; it is also lighter and stiffer but Pinarello says it handles just as exquisitely as its predecessor.

[www.yellow-limited.com](http://www.yellow-limited.com)

Price: £9,250

Test report: June



### Hunt 50 Carbon Wide Aero wheels

Wheel supplier to Pro Conti team Bike Channel-Canyon, Hunt has sent us its 1,539g, 50mm deep, 27mm wide tubeless-ready race wheels to test. The U-shaped rim profile aims to reduce drag and, paired with the wide hub axles, ought to be fast and stiff.

[www.huntbikewheels.com](http://www.huntbikewheels.com)

Price: £999

Test report: June



### Bontrager XXX LE shoes

To keep weight to a minimum (195g for the size 43), these pro-level shoes use a three-strap Velcro closure rather than Boa dials. Their looks might divide opinion and indeed the XXX LE is a shoe of two halves: hi-vis outside for daytime riding and a black reflective mesh for nighttime.

[www.trekbikes.com](http://www.trekbikes.com)

Price: £229.99

Test report: July





# Cervélo S3 Disc £6,199

Tested by: Oliver Bridgewood | Miles ridden: 468 | Size tested: 54 | Weight: 7.9kg

**T**he Cervélo S3 Disc is, the Canadian firm claims, better than the rim-brake version in pretty much every way. Most importantly, the loss of the rim-brake calipers has resulted in a claimed saving of two watts over the standard model.

**Frame**  
Although disc brakes are themselves less aerodynamic than their rim counterparts, Cervélo claims the S3 Disc is marginally more aerodynamic than the non-disc version.

Fitting discs has allowed Cervélo to make the S3 more aerodynamic in other areas, resulting in a net reduction in drag of a claimed two watts.

Cervélo also says its new bike is stiffer than the old model. The head tube and bottom bracket are eight per cent and nine per cent stiffer respectively, while the frame is also 40g lighter than the rim-brake version.

Tube profiles have been tweaked in order to improve aerodynamics, and the fork now features a higher crown to improve airflow behind the front wheel.

The frame is designed for 12mm thru-axles front and rear. A welcome addition as,

although heavier than quick-release skewers, the 12mm thru-axle is much stiffer, translating to less torque steer under the heavy braking forces disc brakes can exert.

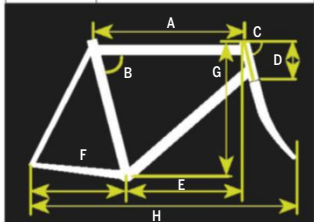
The frame features Cervélo's BBRright asymmetrical bottom bracket along with lightweight, compression-moulded carbon dropouts.

**Specification**

The Cervélo S3 Disc's thru-axles (12mm front and rear) and flat-mount calipers are becoming the standard for the disc-equipped road market. Cervélo has also opted for 160mm rotors front and rear for superior heat dissipation over smaller 140mm rotors.

<b>Cervélo S3 disc</b>	
£6,199	
Frame	9/10
Specification	8/10
Ride	9/10
Value	7/10

Distributor	www.cervelo.com
Frame	Cervélo S3 Disc
Fork	Cervélo all-carbon, tapered S3 fork
Size range	48, 51, 54, 56, 58, 61cm
Weight	7.9kg/17.4lb
Groupset	Shimano Ultegra Di2
Alterations	None
Gear ratios	52/36 11-28
Wheels	ENVE SES 3.4 for Cervélo
Tyres	Continental Grand Sport Race 23mm
Bar	Cervélo Aero ABO4
Stem	FSA SL-k
Seatpost	Cervélo Aero SP17
Saddle	Fizik Antares R5



<b>SIZE TESTED: M</b>							
A	B	C	D	E	F	G	H
54.8cm	73°	73.1°	14.8cm	37.8cm	40.5cm	55.5cm	99cm



The S3 is streamlined for speed

Despite being named the 'Cervélo S3 Disc Ultegra Di2', the chain is KMC and the chainset is FSA.

The disc rotors are the Shimano RT-86: on a bike of this price and spec, I have come to expect Shimano's higher-spec and superior-cooling RT-99 rotors.

The tyres are 23mm Conti Grand Sports, an underwhelming choice. At this price point I would expect GP4000s and a 25mm width rear. The saddle is a good-quality Fizik Antares R5.

The proprietary aero bar is one of the coolest bits of kit. You can buy an out-front Barfly mount for this bar too.

I like the shape of the bar and the crucial advantage

over many other aero bars, such as that on the Trek Madone and Canyon Aeroad, is that you can adjust your stem length. The Cervélo uses standard stems, making life much easier if you want to tweak your fit.

### Riding

Those coming from a non-aero bike with a standard round handlebar will instantly appreciate the watt-saving advantage on offer here. You can feel it. The ENVE wheels certainly help, but I did detect significant flex in them, especially in the rear.

Shimano currently recommends chainstays of 415mm for disc road bikes, which is longer than most



Aero bar noticeably cuts drag

race bikes, but the FSA chainset allows Cervélo to run a 5mm offset, optimising the chainline and allowing for a shorter stay of 405mm.

The result — the S3 Disc feels like an S3 with far greater stopping power.

Comfort isn't bad either. The S3 Disc doesn't beat you up on long rides, which I am going to attribute to the redesigned seatpost which can now flex at the top, and once signature skinny seatstays.

A niggle I did encounter while testing was flex in the steerer tube, causing the stem to tilt slightly. This flex when pressing hard on the handlebars was disconcerting, but was instantly fixed by fitting an expanding headset.

The ENVE wheels are decent and their aerodynamics certainly enhance the bike, but the hubs are noticeably inferior to the ENVE and Chris King hubs found on dedicated ENVE wheels.

### Value

Unfortunately, this is where the Cervélo S3 falls down. For £1,000 less you can get a Canyon Aeroad CF SLX Disc with the new Dura-Ace R9100 groupset. The equivalent Ultegra Di2-equipped Canyon will set you back £4,499.

An Ultegra Di2-equipped Specialized Venge Vias is cheaper too at £6,000. With the Canyon and Specialized you get higher-spec Shimano rotors and better tyres.



## Verdict

The Cervélo S3 Disc is a great-looking bike and Cervélo has done a brilliant job of retaining the short stays, handling and aerodynamic prowess of the original. Despite this, the price really is hard to justify when compared to offerings from rival brands and small details on the spec such as the tyres, hubs

and headset let the overall bike down.

### For

- Looks
- Rear end doesn't feel sluggish due to shorter trail than other disc bikes

### Against

- Struggles on value
- Areas of the spec feel skimped on
- Hub, headset and tyres could be better

8

# Mini-pumps

Some mini-pumps can take the pressure while others may leave you feeling deflated — here's our top five

## What?

You can add punctures to the list that includes death and taxes, so you need to make sure you can get going again with minimum fuss.

Ideally, a mini-pump will fit in a jersey pocket, or come with its own frame fittings that use the bottle cage braze-ons.

Different manufacturers have their own ways of achieving an airtight seal. Some mini-pumps use an adaptor that pushes onto the valve whereas others work more like a traditional pump using a hose that screws on. Some now include a CO2 canister that is operated through the pump itself. Some also have an integrated pressure gauge.

A mini-pump should be capable of inflating a tyre to 100psi. In practice a get-you-home pressure of around 60 is more realistic given its short stroke.

## Why?

Because you *will* puncture sooner or later and self-reliance is all part of being a good cyclist.

## How?

We've rated the five pumps for efficiency and usability, taking into account their suggested retail prices.

## HOW WE SCORE

- 10 - Superb, best in its class and we couldn't fault it.
- 9 - Excellent, a slight change and it would be perfect
- 8 - Brilliant, we'd happily buy it
- 7 - Solid, but there's better out there
- 6 - Pretty good, but not quite hitting the mark
- 5 - OK, nothing wrong with it, but nothing special
- 4 - A few niggles let this down
- 3 - Disappointing
- 2 - Poor, approach with caution
- 1 - Terrible, do not buy this product

## Crankbrothers Klic HP Gauge+CO2 £49.99

On the face of it this is a straightforward pump with a handle that folds out to a 'T' at right angles to the pump body.

However, at the bottom end of the barrel is a rotating sleeve that opens to reveal a cavity with a recessed nozzle to which attaches, by way of a magnet, the pump's hose. The hose itself is hidden away in the plunger. The hose includes an in-line pressure gauge. And at its tip is a reversible Presta/Schrader adaptor that screws onto the tyre's valve.

Finally, under the screw-off silver cap at the end of the pump's handle is a slide-out Presta-only CO2 inflator. This presses onto the tyre valve and takes a threaded CO2 cartridge.

The Klic pump is quite bulky and at 16cm will outstretch a jersey pocket. Despite its length, the stroke is quite short so it takes effort to get a tyre up to a reasonable pressure. It was also awkward to use, as the in-line gauge means the flexible part of the hose is quite short.

It is a clever bit of kit but far less efficient than you might expect.

Weight  
**148**  
grams

**7**

[www.extrauk.co.uk](http://www.extrauk.co.uk)

## Birzman Sheath Apogee £37.99

The Apogee has a trick up its sleeve. CO2 inflators get you going again far more quickly than a pump. They'll also get a tyre up to around 100psi, which can be hard work with most mini-pumps. But get it wrong with a CO2 inflator or get a second flat and you're in trouble.

The Sheath Apogee offers a belt-and-braces solution: the quick and easy option of a CO2 inflator backed up by a manual pump.

It's essentially a relatively short mini-pump with a built-in hose that extends from the handle that can also be used as a CO2 inflator that screws onto a standard cartridge. There's no regulation of the CO2 release, however.

The head also features Birzman's Snap-It Apogee Presta/Schrader head, which gives a simple, secure connection to the valve. You just push it on, pull up the collar and give it a quarter turn and it's airtight. Pull the collar down again and it disconnects without air loss.

Although the pump is quite small, it is nevertheless efficient enough to get a tyre up to get-me-home pressure and is not too difficult and relatively comfortable to use.

Weight  
**120**  
grams

**8**

[www.i-ride.co.uk](http://www.i-ride.co.uk)



## Lezyne Digital Pressure Drive £69.99

This is not just any old mini-pump — the Lezyne Digital Pressure Drive also features a useful digital gauge that removes any guesswork and ensures you run the correct pressure every time.

It's based on an existing Lezyne Mini Drive pump design and exhibits the quality CNC construction that Lezyne is known for.

The Lezyne also fits very well into a jersey pocket but can be frame-mounted with the included bracket.

The gauge works pretty well but the reading does jump around slightly depending on where the piston is situated in the barrel and this could be improved.

To test its accuracy we compared it with a separate gauge and found it was consistent to within about +/- 5psi.

We were able to reach 100psi with the Lezyne, which is fine, but the hose screws onto your valve and this can sometimes result in the accidental unscrewing of the valve core if you're not careful.

Weight  
**133**  
grams

**9**

[www.upgradebikes.co.uk](http://www.upgradebikes.co.uk)



## Topeak Mini Morph G £32.99

The Mini Morph G turns into a diminutive track pump to get you on the road again with a decent pressure in your tyre: a pump with a bit more oomph is definitely an advantage, particularly if it doesn't incur too much of a weight penalty.

The Mini Morph is designed to provide just that: it's got a fold-out footplate at the bottom and a handle which folds out to a T-shape for better ergonomics. It also features an extendible hose with a Presta/Schrader head with a locking lever.

In addition, the G version has an in-line pressure gauge.

Being under 27cm long, the Mini Morph is still not going to give you the performance of a stay-at-home track pump, but although you'll be bent double using it, it does allow you to get a lot more power into your pumping.

The barrel is quite wide, so you can get a bit more air in per stroke too.

The Mini Morph is compact enough that you can carry it on your frame, using the included mount, although you'll lose a bottle cage in the process. It's not really pocketable though.

Weight  
**194**  
grams

**7**

[www.extrauk.co.uk](http://www.extrauk.co.uk)



## Lifeline Performance CNC £7.99

Wiggle's LifeLine Performance CNC mini-pump has a solid, quality feel to it. The hose extends from the handle, which has a plastic extension built into it to shield the connector. The connector itself has Presta and Schrader adaptors on either side of the head at right angles to the hose. The blue Presta adaptor is screwed onto the valve by rotating the red Schrader adaptor — a neat trick.

Having the connector at right angles to the tube works well, making it easier to screw the pump onto and off the valve than a straight-through design, as you can hold the tube firmly while screwing down the connector. Detachment is still a slightly fiddly operation though, with the risk of some air bleed if you disturb the valve core.

Pocketability is OK, although with its length and shiny finish we would be slightly concerned that it could slip out.

The barrel has a rubber sleeve that holds the handle in place firmly when not being used to keep water and muck out. There's also a sturdy bottle cage mount with a Velcro strap.

This is a great pump at an exceptionally low price.

Weight  
**105**  
grams

**7**

[www.wiggle.co.uk](http://www.wiggle.co.uk)



# FITNESS

## How do I... Use my gears to get fitter?

Choose the right ratio to make the best use of your power and boost performance

Paul Knott

**Y**our gears determine your cadence and in turn how efficiently your power is turned into forward motion.

Selecting the wrong gear doesn't merely mean you go slower; it can also lead to overuse injuries, as James Wakelin, senior bike-fitter at Condor Cycles, explains: "The common mistake with gearing as relates to bike-fitting is using too big a gear and ending up with knee injuries."

It's also worth remembering that keeping the chainline as straight as possible from chainring to cassette ensures minimal energy is lost.

"Riders try to copy the pros, which is all well and good, but it can lead to their being under- or overgeared to the extreme," says Dan Fleeman, MD at Dig Deep Coaching. "They see Chris Froome spinning a high cadence and try to replicate it.

"The difference is, Froome spins a high cadence in a fairly big gear because he has the power to do so. Imitate that on the small cog at the front and way up near the top of the block, and you'll get dropped. Equally, you see

riders pushing a massive gear and you want to shout, 'Change down!'"

Despite the importance of finding a cadence and related gearing that works for you, it's important to use your gears creatively to get fitter. Training at both high and low cadences can prepare the body for race situations.

"It is common for riders from a time trialling background to struggle with the change of pace in a road race," explains Fleeman. "They might be great at riding at 110rpm, but it's the change in torque and cadence that catches people out in race situations."

There is also nothing heroic about rejecting a compact chainset or 28-tooth cassette. What's really unwise is running out of gears on a climb and being forced into an inefficient, laboured cadence. Gear selection and pre-empting the need to shift is especially crucial when climbing.

"People who are overgeared on a climb can't accelerate through a steep section or react in a race if someone attacks," adds Fleeman. "There is such a spread of gears available now: going for a bigger cassette shouldn't be seen as weak or un-macho."

### Essential points

- For maximum efficiency, select a gear that feels natural and comfortable.
- Don't push too high or spin too low a gear unless doing so as a specific training session.
- Using gears incorrectly can lead to injury as well as impaired performance.



**Do:** adapt your gear ratios depending on the terrain or event. If heading to a mountainous region, it pays to fit a compact chainset.

**Don't:** underestimate chainline efficiency. It may be advice you've heard many times before, but there is a reason for that — it works, both for the longevity of your components and for energy transfer.

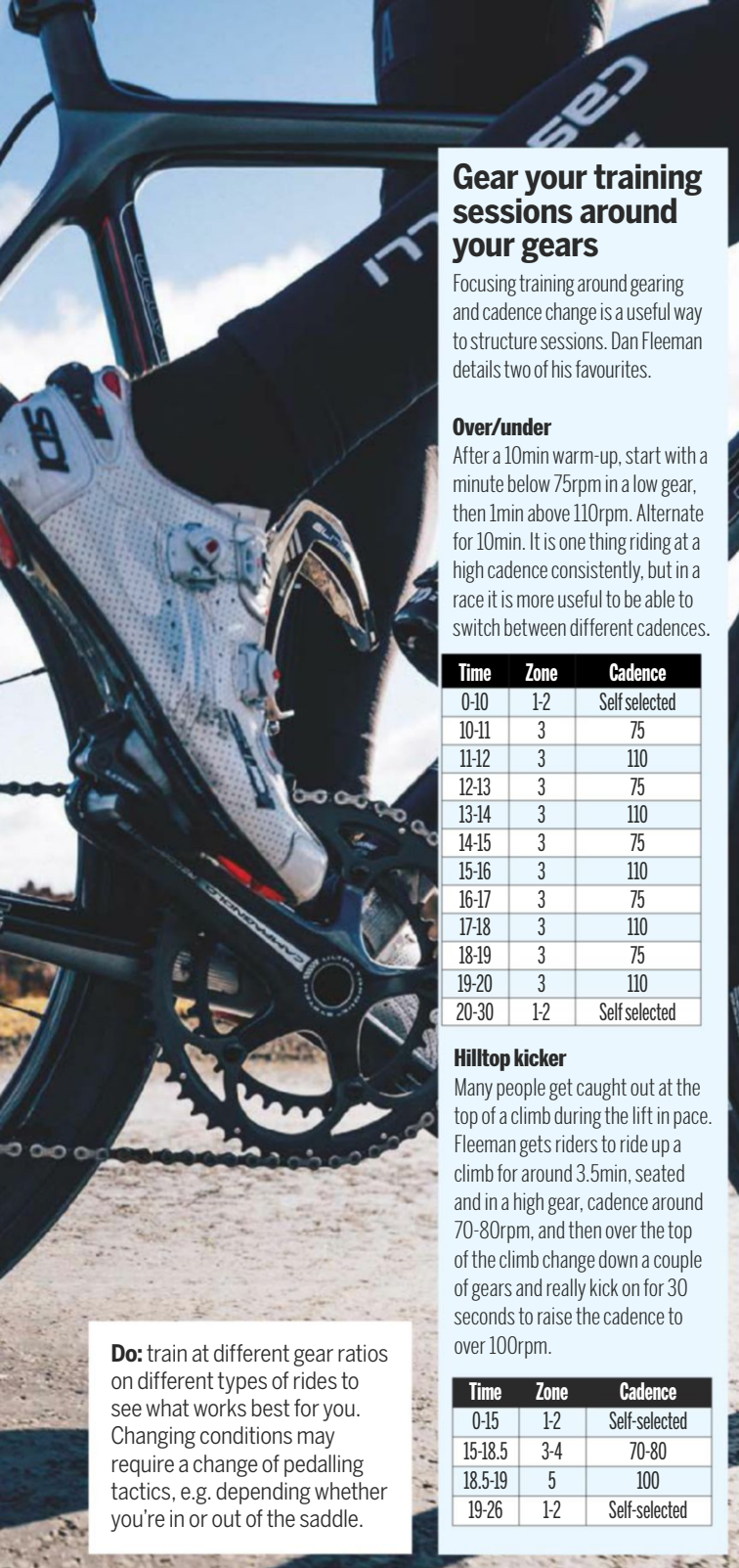
### YOU SAY

My biggest gearing mistake was riding the Marmotte with a 53/39 chainset and a 13/27 cassette. The big climbs were hell!

Andrew Hill

I fine-tuned my cadence with turbo intervals, using higher rpm and power than on the road. This upped my road cadence by 10rpm.

Paul Oz



## Gear your training sessions around your gears

Focusing training around gearing and cadence change is a useful way to structure sessions. Dan Fleeman details two of his favourites.

### Over/under

After a 10min warm-up, start with a minute below 75rpm in a low gear, then 1min above 110rpm. Alternate for 10min. It is one thing riding at a high cadence consistently, but in a race it is more useful to be able to switch between different cadences.

Time	Zone	Cadence
0-10	1-2	Self selected
10-11	3	75
11-12	3	110
12-13	3	75
13-14	3	110
14-15	3	75
15-16	3	110
16-17	3	75
17-18	3	110
18-19	3	75
19-20	3	110
20-30	1-2	Self selected

### Hilltop kicker

Many people get caught out at the top of a climb during the lift in pace. Fleeman gets riders to ride up a climb for around 3.5min, seated and in a high gear, cadence around 70-80rpm, and then over the top of the climb change down a couple of gears and really kick on for 30 seconds to raise the cadence to over 100rpm.

Time	Zone	Cadence
0-15	1-2	Self-selected
15-18.5	3-4	70-80
18.5-19	5	100
19-26	1-2	Self-selected

**Do:** train at different gear ratios on different types of rides to see what works best for you. Changing conditions may require a change of pedalling tactics, e.g. depending whether you're in or out of the saddle.

I bought a new cassette for a trip to Gran Canaria, meaning my gearing was 50-39-30 front and 11-36 rear. Best decision ever.

**Gary Sugden**

I do intervals with big gears and low cadence, as I live in an area with no hills. This helps a lot in training for endurance events.

**Tina Noutsos**

I try to maintain 90-100rpm, allowing 80rpm on steeper hills — not always possible using a close ratio nine-speed cassette.

**M. McEwan**

# Things to try this week

## BackBaller

Many riders swear by self-massage after long rides. Unlike traditional foam rollers, the BackBaller uses two rollers designed to target multiple large muscle groups at once. Available in green or pink, the rollers can also be individually removed to target smaller muscles. They are notably softer than others on the market — ideal for those with tender muscles.

[www.backballer.com](http://www.backballer.com) £55



## Maurten sports drinks

A carb drink with a key difference? Maurten claims this drink converts to hydrogel in the stomach, encapsulating the carbs, which are then carried to (and absorbed by) the intestine. This means, in theory, more carbs can be consumed. Indeed, the Drink Mix 320 contains 79g carbs per serving — almost double the usual energy drink concentration. If all these carbs can be absorbed, it could be the beginning of a fuelling revolution.

[www.maurten.com](http://www.maurten.com) €45 for box of 14 sachets

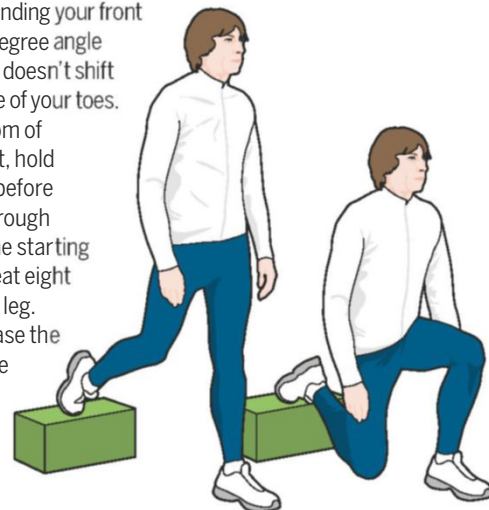


## Split squat

This exercise helps develop balance and stability, as well as boosting glute strength and keeping your upper leg muscles conditioned and strong.

■ Place the top of your rear foot onto a bench or an elevated surface, while placing the other foot straight out in front. Maintaining a good posture, begin to lower down towards the ground, bending your front knee to a 90-degree angle but ensuring it doesn't shift beyond the line of your toes.

■ At the bottom of the movement, hold momentarily before pushing up through your heel to the starting position. Repeat eight times on each leg. You can increase the difficulty of the movement by holding a weight in each hand.





# WHAT CAN WE LEARN FROM OTHER SPORTS?



# Even for those who seem to have reached the pinnacle of cycling, applying principles from other sports can keep progress in motion

Dr Josephine Perry

**C**ycling has become the envy of most other sports in Britain, there's no denying it. One of our own has won the biggest race, the Tour de France, four times in the last five years; every member of our track team in Rio won a medal; our big sportives are so popular they warrant ballot entry; and we buy more bikes than cars. But let's not get arrogant — there is still much we can learn from other sports, and in doing so, we might just get even better.

Some sports already understand the benefits of intelligence sharing and cross-pollination — rugby is a case in point. Top clubs in both league and union have recently brought in athletes from triathlon, wrestling and Taekwondo to develop more aggression on the pitch, and ballet dancers are helping players become more flexible, build stronger cores and more focused mindsets.

Cycling seems to be cottoning on to this trend. Whether it is around coaching or conditioning, training methods or mental strategies, sports as diverse as football, ballet, swimming, athletics and Formula 1 have all been plundered to help cyclists continue to improve.

Consider this example: following all the recent trials and tribulations within British Cycling, the organisation has drafted in Stephen Park — formerly team manager at British Sailing — as its new performance director. Unfortunately Park declined to comment for this feature, but he may be a canny appointment — sailing is a multifaceted, highly technical sport.

One pro cyclist who has embraced the idea of building skills from other sports is Alex Dowsett. His coaching company Cyclism has been assessing how athletes can gain the edge by

adopting new ideas. James Millard, Cyclism's performance director, is passionate about cross-sport learning.

"We work closely with a medical team that has a background in professional rugby, and some of our testing can identify the specific strengths or imbalances of individual muscle groups as a result of techniques used in that discipline — complementing standard cycling testing," Millard says.

"We also have strong links with the world of ballet and have used this knowledge in conjunction with physiotherapists when working on posture and core stability."

Dowsett not only took advice from a former professional ballet dancer but was brave enough to be filmed for YouTube learning some of her moves. Millard says, "It's quite an eye-opener and shows how, regardless of ability, there are always things we can harness from other areas to make us better in our own."

Hayley Simmonds, the current British time trial champion, is another cyclist who has developed her physical conditioning from other sports. She explained to *CW* that she trains very differently from other cyclists principally because she used to be a rower.

"I did quite a few weights sessions

when I rowed for Cambridge University Women's Boat Club, and the techniques I learned there have definitely been useful," Simmonds says. "I did pilates and yoga sessions as part of my rowing training, which I have continued."

James Witts, author of recently published *The Science of the Tour de France*, draws attention to the reverse periodisation model of training, which was brought into Team Sky for Chris Froome by former British Swimming coach Tim Kerrison. The technique has now also been adopted by Tinkoff and BMC Racing and sees riders

## 8 lessons for cyclists from other sports

### Improve your physical conditioning

Holding a position for hours and hours on the bike means that some muscles get incredibly tight, and others can become prone to overuse injuries. Physical conditioning is fundamental in sports like running, martial arts and ballet; as cyclists, we could learn a lot from watching how these athletes prepare each muscle group to better their training and performances and stay injury-free.

### Consider reverse periodisation

If you already have a high level of fitness, instead of spending all winter doing long, slow rides, keep doing shorter, faster sessions, focusing on speed and power. Later, as the race season beckons, up your distances.

### Do more intervals

Runners tend to do sessions with more intervals, and often with shorter recoveries, than is favoured in cycling. If you're feeling physically capable of it, add one or two extra intervals to your session; it could help take your fitness to the next level.

### Practise race-craft

There are always certain skills we can get better at as cyclists, whether on the road, track or trail. Put aside a few minutes on each ride to practise at least one of these.

### Find your song

A short, repetitive song that you can sing in your head and adapt to reflect a mantra can be a great way to distract yourself from the pain during intense sessions. Keep a positive message circulating inside your head.

### Learn a relaxation technique

Racing can be anxiety-inducing. Using simple relaxation techniques can turn nervous energy into valuable extra focus.

### Use active recovery

Keep moving when you are recovering from a hard training session. In many sports, walking, swimming or a gentle spin are believed to offer better recovery than staying still.

### Get researching

Bike companies continually do research to make their kit faster and more aerodynamic. Keep up to date with developments to stay abreast of who's offering the most bang for your buck. And look out for the research coming from the sports science universities (Loughborough, St Mary's, Bangor, Bath and Brunel produce lots) to keep track of the latest discoveries, not only in cycling but other sports too, with a view to bringing new elements into your own racing or training.

**"We work with a team that has a background in rugby. We also have strong links with ballet"**



focusing on power and speed from the start of their training, only increasing the duration of sessions as race season nears. The principle is, riders ally their training more closely to the specific demands of the upcoming race.

### Fresh perspective

When it comes to coaching skills, UK Sport facilitates the best practice exchange in Olympic and Paralympic sport by bringing together coaches from different sports to share ideas. Trainee cycling coaches take courses alongside former athletes from many other Olympic and Paralympic sports, giving them the chance to pick up and implement new ideas.

New riders coming into cycling from other sports have brought with them fresh ideas and perspectives. Kate Allan is now a time triallist with Drag2Zero but was previously a triathlete. “Competing in middle-distance triathlon provided me with a solid endurance base, as I



Pirouettes could help Dowsett's pedalling

was used to racing for upwards of five hours, combined with a heavy weekly routine of swim, bike and run,” she says. “I developed the discipline and drive to push my body to its limits, along with the mental capacity to hurt myself — a fundamental component of time trialling.”

Matt Bottrill, British TT champion turned coach, is also transferring techniques and ideas from triathlon to cycling. A key element he has introduced, inspired by swimming



Simmonds: erstwhile rower

coaching, is regular drills and race-craft training, working on technique and the specific demands of race situations. He believes these areas have been neglected by many cycling coaches. Bottrill also prescribes higher-intensity intervals with shorter recoveries, from which he says



Chris Froome and Tim Kerrison borrowed reverse periodisation from swimming — it seemed to work

his riders are already seeing the benefits. In the same vein, three-time national derny champ Hannah Walker has upped the number of intervals she does in each session, based on her previous training as a runner.

### Aero advantages

In the ever more intense quest for aerodynamics, cycling has turned to motor racing. Bike firms such as Specialized have been taking ideas from Formula 1 race team R&D units. One of the key areas of intelligence sharing centres on telemetry, where measurements and data are collected at remote or inaccessible points. As a result, some pro teams now work with their bike sponsors to place numerous sensors on their riders in training to track power, drag, speed, wind and ride position, using infrared lasers to monitor torso and head movements. The sensors can be tracked from anywhere in the world to calculate the frame, wheels, tyres, kit, helmet and positions in order to optimise speed while decreasing energy expenditure.

Other sports also offer psychological insights. British Cycling was one of the first national governing bodies to take sports psychology seriously; its work with the psychiatrist Steve Peters has been widely documented. However, Peters's famous 'chimp' philosophy doesn't resonate with everyone — some cyclists have sought other mental tips and tricks. Olympic track champion Katie Archibald has a simple but effective mental technique, taken from her swimming days, to help her get through arduous sessions. In swimming sessions, Archibald used to substitute the word 'lengths to go' with 'went to mow' — as in, 'one man went to mow, went to mow a meadow' — singing in her head. She uses the same technique for counting laps on the track.

Other mental strategies for cyclists have come from winter sports. Austrian hill-climb champion Anna Badegruber has been learning the deep-breathing techniques and concentration exercises used by skiers and bobsleigh teams in her home country. These have helped her develop the calm and focus needed

**“I developed the drive to push my body, along with the mental capacity to hurt myself”**

## Soccer school: man-marking

### JLT-Condor's football-inspired defensive riding strategy

It may be hard to see the relevance of football to cycling, but JLT-Condor have taken one of its signature strategies from the beautiful game. Team manager John Herety is a football fan and has encouraged the strategy of man-marking — keeping close tabs on a member of the opposing team. In cycling, there are far more variables, of course — more jerseys to chase and more teams to watch — but the principle is the same. At the beginning of each stage, the team highlight the biggest threats in the GC and assign matches to mark each key competitor, that is, to keep an eye on them, and chase down if necessary.

### JLT-Condor's Claire Beaumont explains:

“Traditionally teams try to stay at the front, controlling the pace. Teams like Sky can do that because they have machine-like riders, but we have a mixture of abilities, with some younger riders who can't always [dictate the pace] in that way.

“Instead we've started practising this [marking] method from football. This stops two or more people from our team going after one person and means that a rider, say Ed Clancy, knows exactly who to watch out for and mark.

“We first tried it in the British Cycling Spring Series and it worked well. In the final race, we marked quite a few other riders to ensure we didn't lose or drop and points. We can't use it all the time but it is a fluid strategy which we'll use depending on the situations that arise.”



before competition, helping to deal with nerves and focus more clearly.

Alongside skills for training and racing, other sports are also contributing recovery lessons. Cycling's preference for static recovery has been called into question by sports in which

active recovery is favoured. WNT Cycling Team, for instance, now advise their riders to stretch, walk or swim after races, rather than simply sitting or lying down.

Whether it's coaching techniques, recovery, training tips, mental strategies

or aerodynamics, countless lessons are being learnt from other sports. But a word of caution: adopting too many new ideas, or doing so haphazardly, won't work. Witts points out that even Team Sky, renowned for taking on bold new ideas, do not rush into experimentation; tests and controls are put in place first: “They do not want to test cutting-edge ideas on elite athletes whose livelihoods depend on performance. Road testing is very different to testing in the lab.”

So, if you want to apply ideas from other sports, think like a sports scientist. Do your research, ask lots of questions, try it in training, then reflect and analyse — a convention-challenging idea from another sport really could benefit your cycling. ■



# From pack finisher to distance doyen

Josh Ibbett tells us how he progressed from city centre sprints to mammoth forays into the eastern European wilderness

Micky McMahon

**T**hough each cyclist's competitive journey is different, most stick to a discipline once they have tasted success. Not so Josh Ibbett, who despite having made progress in mtb and road racing, craved a more formidable kind of challenge.

Ibbett, who in 2015 won the Transcontinental Race (TCR) on his second attempt, traces his path to ultra-endurance back to off-road racing.

"I spent a lot of time racing mtb when I was a junior, then progressed to 24-hour racing and stage racing," he says. "I placed third at the 24-hour mtb national champs in 2010, broke the South Downs Double record in 2011, and finished 21st overall at the CapeEpic in 2012."

Bored with 24-hour racing and finding stage races too expensive, Ibbett looked further afield for his next challenge: "Eventually I got fed up with racing in circles. I'd always been inspired by cycle touring and had closely followed Mike Hall's [2012] round-the-world ride."

When in 2013 Hall organised the inaugural Transcontinental Race — a non-stop, self-supported ride across Europe — Ibbett was tempted but opted to play the long game. Rather than take on the unknown, he decided to spend the next year training for ultra-distance events.

"I started off by flying to Slovenia and then riding home over the Dolomites, just to see if I could do the distance," he says. "That was about 1,000 miles over 10 days."

To his surprise, riding 100 miles per day

seemed manageable: "I started pushing myself and found that I actually quite enjoyed riding all day. I think it was then that the competitive spirit started to kick in."

His confidence boosted, Ibbett entered the 2014 TCR and finished second. He returned for the 2015 edition and won it, a victory he credits to his ability to cope with the psychological rigours of endurance racing.

"I think a lot of it comes down to the mental side. A lot of guys are really fit these days. I train by racing the Surrey League and I'm a typical pack finisher.

"On paper, there are a lot of guys fitter than me. But I think that when it comes to riding a long way, only about 50 per cent of [performance] is [determined by] fitness; the rest is motivation, mental toughness and management of energy levels."

Whereas a road racer can race tactically, sitting safely in the wheels or carefully timing an attack, an endurance racer has to think further ahead.

"The TCR is such a tough race and there's so much to consider that I try not to waste energy thinking about other people. If I can focus on what I'm doing,

## How it worked for me

Josh Ibbett's TCR-winning vital ingredients:

■ **Bike:** "Weight is important, but it's a trade-off with your bike and gear. It's great to have a really light bike, but will it be able to cope with the roads in Bulgaria?"

■ **Fuelling:** "It depends where you are. For example, in eastern Europe you can have quite a lot of snacks on the go, as there are plenty of petrol stations and little supermarkets."

■ **Sleep:** "I bring a bivvy bag. I ride until I'm really tired and then find a suitable hedge or shelter. Hotels are good, as they give you a chance to have a shower and wash your kit, but can be too comfortable!"

I know I'm fit enough to get the result."

Two weeks after winning the 2015 TCR, Ibbett rode to Eurobike in Friedrichshafen, Germany.

"That was a really bad mistake. I was in a massive hole for a couple of months after that."

He had not allowed his body to recover.

"One problem with a race like the TCR is that you are in calorie deficit the whole time; you just can't eat enough food, so

you start to burn upper body muscle."

How to train for a race like the Transcontinental? In short, there is only so much you can control. Preparation, in terms of your route, rest, nutrition, the bike you ride and how it is packed, all require careful consideration. But as Ibbett points out, the only way to know how your body will respond to consecutive days in the saddle with little sleep is to experiment.

"The best way to find out is to do it — do a two- or three-day trip beforehand," he says. "That way you learn how your body reacts to the lack of sleep or food."

"It's also very personal and specific. People can copy what I do but there's no guarantee it will be right for them." ■

## Remembering Mike Hall

Transcontinental Race founder Mike Hall died after being struck by a car during an ultra-distance race in Australia on March 31

Josh Ibbett pays tribute:

"Mike was a pioneer in the development of bikepacking and unsupported racing. He took his own passion for long-distance riding and applied that same fierce determination to his own event [the Transcontinental Race].

"Mike and the TCR have been the inspiration for many people, and it's fair to say he changed many lives as a result. He was as tough as they come on a bike, but gentle and kind off it. He will be missed."

Interviewed for this article in February, Mike Hall spoke about the special demands of ultra-distance cycling:

"Unlike a typical club cyclist who emulates the pros, the ultra-cyclist has to pace himself over many hours in the saddle, training to cope mentally and to stay motivated in solitude.

"More mental skills come into play, which is a great leveller. It tests more of the human faculties of the rider, who has no team to support him. In doing so, it also puts women and men on a more equal footing. We have seen more and more women contesting and winning self-supported races.

"The best self-sufficient riders learn by experience and self-discovery, as coaching is generally limited to the athletic side. The traits of the autodidact are of most use.



Hall: long-distance legend

"Even more important than training time on the bike is building 'form' over many years, including from previous ultra races. To use a construction metaphor, the metabolic and cardiovascular 'infrastructure' takes time to build and connect up, but not too long at all to dust off and renovate."

# Scarborough Sportive

CW  
Difficulty  
rating:  
9/10

This  
year's  
event:  
July 23

99  
miles

2,983  
metres  
ascent

## Colossal climbs and barren moors — how will you fare in this fearsome challenge?

**T**he road is often unrelenting in the Scarborough Sportive. For the most part the route is a true battle of determination and, like us, you'll probably be digging deep to find your Yorkshire grit. And never have we dug so deep than on the Herculean slopes of Limber Hill, from the village of Glaisdale. This 33 per cent climb is a real life horror story. Pull on the bars and the almost vertical tarmac will do its best to tip you back but if, like us, you encounter a ▶

### Where is it?

The seaside town of Scarborough lies on the North Sea coast, 67 miles north-east of Leeds. The rolling sea views are in stark contrast to the isolated villages of the North York Moors National Park, the setting for this event.

### Why ride it?

Struggling to find the time to head to the Alps but your legs are crying out for some tough climbing? Well, this event could scratch that itch. We can't guarantee the weather but with just over 3,500 metres of climbing on the longest route, you'll be pushed to your limit.

### History

The event first took place last year and was part of UK Cycling Events' Black Series with two other events, one in Wales and the other in Cornwall. This year it takes place as a stand-alone event and boasts four route choices so you don't have to be a masochistic climber to take part.



## How to enter

Enter online at [www.ukcyclingevents.co.uk/events/ukcescarborough-sportive](http://www.ukcyclingevents.co.uk/events/ukcescarborough-sportive). On the line entry is possible if spots haven't sold out.

## HQ details

Scarborough Rugby Union Football Club is just off Scalby Road, accessible from the A170 which takes you into Scarborough. From the A1(M) take the A168 jct for Thirsk to pick up the A170.

## Where to stay

With its sea views the Travelodge Scarborough St Nicholas Hotel is great if you're keeping things basic. If you want to stay directly on the front then head to the Esplanade where you'll find Crown Spa Hotel, Weston Hotel and Mansion House.

## Where to eat

Don't be shy about carb-loading before this event — you're going to need all the help you can get. Tricolos is a family-run Italian in Eastborough. For seafood or good old fish and chips try the Golden Grid. For a spot of Greek dining head to George Michael's Restaurant — it has no tie to the late singer.

## Local bike shop

You've arrived the day before the ride only to discover you've left behind your helmet. Head to Richardson's Cycles on Castle Road.



wet road surface then rear wheel spin is almost unavoidable as you push out of the saddle. At the 65-mile mark we were not sure how much longer we'd survive.

It's probably no surprise that this route ticks off the area's toughest and well-known climbs, including the climb through Grosmont, and Rosedale Chimney — both were part of the route of the 2016 Tour de Yorkshire. The latter, though, features only on the event's longer Black route — 120 miles with a leg-screaming 3,353 metres of ascent. Kudos if you can survive that one.

But it's the lesser, 'non-categorised' climbs, lurking on the roads connecting these giants, that are going to wear you down. Like the short 12 per cent climb only a mile from the start blocks or the 15 per cent section that cuts through Dalby Forest Park in the final cruel few miles of the event.

ORGANISER'S TARGET TIMES						
Route	Award	Distance	Ave speed (men)	Time	Ave speed (women)	Time
Black	Gold	120	>15.5mph	<7hr 44min	>14.5mph	<8hr 16min
Black	Silver	120	>14mph	<8hr 34min	>13mph	<9hr 13min
Black	Bronze	120	<14mph	>8hr 34min	<13mph	>9hr 13min
Epic	Gold	99	>15.5mph	<6hr 23min	>14.5mph	<6hr 49min
Epic	Silver	99	>14mph	<7hr 4min	>13mph	<7hr 36min
Epic	Bronze	99	<14mph	>7hr 4min	<13mph	>7hr 36min
Standard	Gold	74	>15.5mph	<4hr 46min	>14.5mph	<5hr 6min
Standard	Silver	74	>14mph	<5hr 17min	>13mph	<5hr 41min
Standard	Bronze	74	<14mph	>5hr 17min	<13mph	>5hr 41min
Short	Gold	56	>15.5mph	<3hr 36min	>14.5mph	<3hr 51min
Short	Silver	56	>14mph	<3hr 59min	>13mph	<4hr 18min
Short	Bronze	56	<14mph	>3hr 59min	<13mph	>4hr 18min

You've barely had time to recover from the slope leaving Grosmont when you hit the 16 per cent pull from Stonegate up to Lealholm. You soon learn that, with gradients pushing 30 per cent to battle, in these parts anything under 16 per cent is child's play.

## Northern exposure

The most northern part of the route takes you up on to the exposed moorland of Danby. Sitting at 264 metres above sea level this could be a potentially blustery few miles.

The crowning glory of this particular area is the gas-fired Danby Beacon. The impressive metal sculpture has stood over the village of Danby since 2008, a modern replacement for the wooden beacons that have stood before it. The Danby Beacon actually dates back to the 1600s and was to be lit as a warning should an opposing French fleet be seen approaching.

This was also the site, between 1939 and 1954, of an RAF radar station, where the first enemy aircraft to fall on England in 1940 was shot down.

The military theme rears its head again as you drop south to Saltergate. The large, white, square-shaped unit that you'll pass on your left is part of the Ballistic Missile Early Warning System.

Try to lift your eyes from the top tube as you battle against a 20 per cent gradient on your way out of Saltergate. The road pulls around the stunning Hole of Horcum, a deep scoop, 130 metres deep stretching for a mile, in the otherwise hilly landscape known as Levisham Moor. A look over to your right and you'll be awed by this stunning panorama. A most majestic view on an otherwise merciless route.

# The challenges

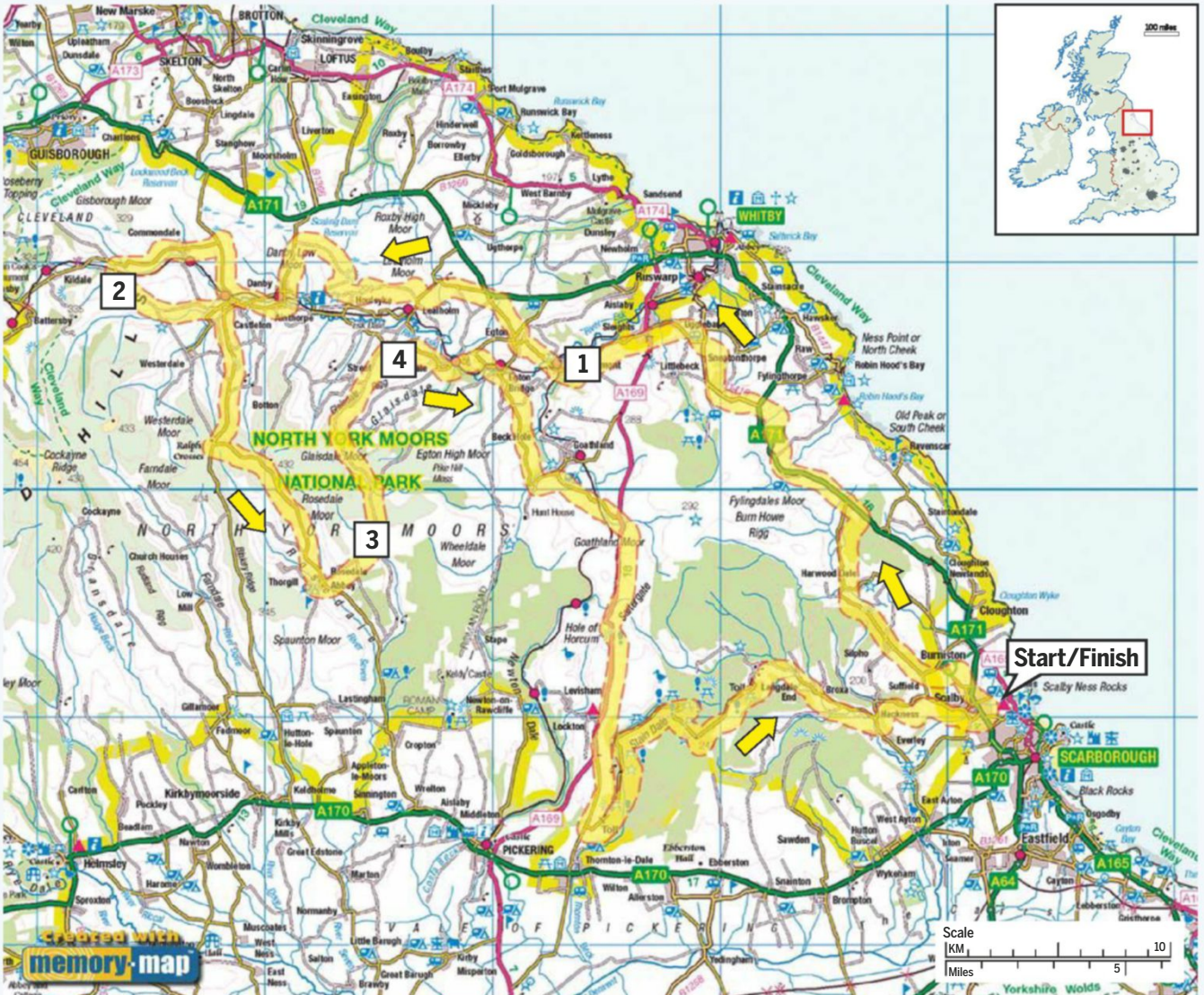
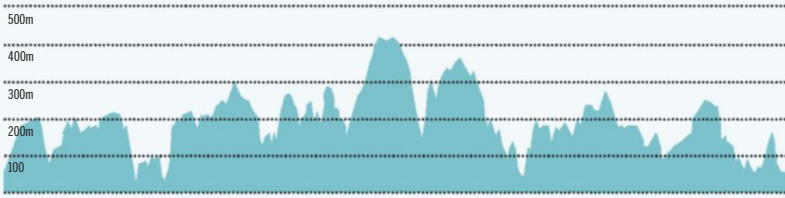
**1 Grosmont to Egton**  
After crossing the River Esk, leaving Grosmont, you're greeted by a road sign warning of a 25 per cent gradient. Just over one mile long, it's very steep at both the bottom and again just before reaching Egton.

**2 Crag Bank**  
Turning on to Crag Bank the road descends before a sharp, steep ramp up onto the heather-clad moorland. A cattle grid marks the end of the steepest point but the road continues to undulate for another mile.

**3 Heygate Bank**  
A sharp left turn out of Rosedale Abbey takes you up this climb just short of a mile long. The quaint stone cottages at the start mask something much more fearsome – its 10 per cent average!

## NAIL IT

**4 Limber Hill, Glaisdale**  
Persisting for over a mile this brute averages 16 per cent with an almost half-mile section at 20 per cent that includes a right-hand hairpin bend. With your head most likely down you'll notice your Garmin pushing numbers, at times, over 30 per cent. Another tight left-hand hairpin is set to finish you off before summiting. This will be a true test of both physical and mental strength to get yourself to the top. Get out of the saddle, pull on the bars, do whatever you need to do to keep yourself pushing and the pedals turning. At this point cursing is to be expected.



Event website [www.ukcyclingevents.co.uk/events/ukce-scarborough-sportive](http://www.ukcyclingevents.co.uk/events/ukce-scarborough-sportive)





Ride with

# Hull Thursday Road Club

With a history that spans 111 years, this Yorkshire club has plenty to offer

**W**e've got some great countryside to ride in here", says Graham Robson as we spin through the Yorkshire Wolds. A member based in the Netherlands, Graham regularly returns to Hull to catch up with his dad, 89-year old Ray.

There are no surviving members from the Hull Thursday formation of 1908, but Ray comes the closest, having joined in 1946. He recalls taking part in time trials using his fixed wheel bike: "We used to ride to Bawtry on a Saturday morning with our race wheels attached to the fork, do the time trial on Sunday morning, have a few beers and ride back to Hull for another time

trial on Sunday evening."

Nowadays he rides at a leisurely pace, but shows few signs of stopping.

## The Geriatrics

On a sunny Sunday morning a group of around 20 riders set off from Skidby Windmill. A splinter group, known as 'the Geriatrics', led by John Ulliyatt, leaves at a slower pace. This merry bunch of guys, all at least 70 years of age, can easily knock out around 80 miles at 15-16mph during their midweek rides, rounding off their outing with friendly banter at a local pub. They are hardy too. Apparently one of the riders, cycling home from the pub, collided with a deer and broke

his hip, but still got back on his bike and continued pedalling home.

As this ride contains young racer types no pub stop is planned, and thankfully there are no incidents with deer either.

"We have racing achievements at both ends of the age spectrum," says club president Paul Kilvington. "We have our youngest at 14, Fin Pickering, and Rob Stone, who is in his 70s."

Talking to press officer Mike McAllister as we breeze through Market Weighton, he explains that the club is currently going through a transitional phase, between a racing and a social cycling club. But essentially, given its proud history, the club firmly has its feet set in the racing scene.

The majority of Hull Thursday's membership are male, but the few women that

## Club Facts

From: Hull and East Riding of Yorkshire

Members: 149

Formed: 1908

Meets: Club runs: Sunday, 9.30am, Skidby Windmill; Wednesday, 10am, various locations. Training rides: Saturday 9.30am, Skidby

sit among the ranks receive a lot of support in their goals, as Amanda Dean found when she joined. As we spin up Londesborough Hill she talks about the club's time trial series: "If you've got a bit of cycling experience the time trial is a great way to get involved in the club. All the routes are on quieter roads; we never use the main roads."

## Play-fighting

The early part of the club run is set on flat roads, but it soon turns to narrow lanes that roll up and down through the Wolds. This area has been the scene of many battles between elite riders in the Tour de Yorkshire or the East Yorkshire classic races

## History

Formed in 1908, the club was originally known as the Speed Section of the Hull Tradesmen's Athletic Association. Thursday was traditionally a half day so workers would get together on a Thursday afternoon to go for a bike ride. In 1914 the athletic association folded, but the cycling section continued as a standalone association, known as Hull Thursday Road Club.

Hull Thursday Club no longer meets officially on a Thursday. In fact their main ride is on a Sunday, and their midweek ride with 'the Geriatrics' is on a Wednesday. There are no plans to change the name to Hull Wednesday Club though!

The club has a history of

organising many races with the first event, an open track meeting held in 1909 in Hull. In the '70s and '80s the club organised a two-day event, the Zerny and the Skelton, which saw top riders compete over a route out to the East Yorkshire Coast. More recently Hull Thursday Club has organised the National Road Race Championships, the National Criterium Championships, and the East Yorkshire Classic.

It organises a round of the Elite Criterium Series on the cobbles of Beverley town centre, and the Big G sportive which will have its 10th and final edition this year. Local races the club has organised include the Keith Carter Memorial and the Vic Sutton Road Race. Sutton joined

Hull Thursday as a veteran after having competed in the Tour de France in the late 50s, where he famously dropped Charly Gaul and Federico Bahamontes on the Col du Tourmalet.

## Achievements

- Billy Holmes broke the national time trial record for 25 miles in 1955 and won silver in the team road race at the Melbourne Olympics in 1956.
- Barry Trotter gained a number of team time trial titles with Norman Hall, Dick Moate and Bruce Goodens around the UK.
- Richard Guymer, the club coach, beat Malcolm Elliott in 1978 at the Hull Thursday Club Road Race. Guymer finished in second place, while Elliott

came third.

- Findlay Pickering, aged 14, finished second in the National Cyclo-Cross Championships.
- Rob Stones is the reigning World Masters Cycling Federation World Cup road race champion in 70-74 age group. He contested the race at St Johann, Austria.





40  
MILES

# Hull Thursday RC club run

## Ride highlights

### 1 Londesborough Hill to Nunburnholme Hill

Regularly included in high-profile races, we rode Nunburnholme Hill from Market Weighton, the push up Londesborough leaving a technical drop down Nunburnholme Hill.

### 2 Warter

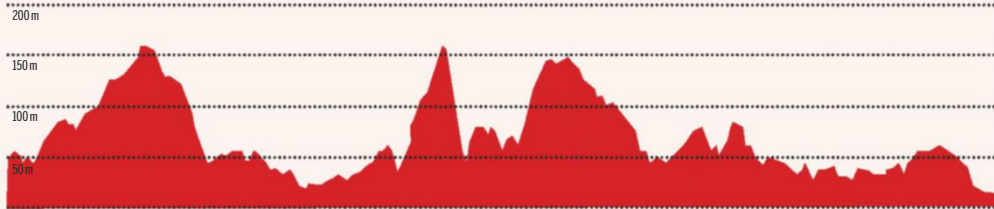
This beautiful village inspired artist David Hockney to create the huge 15ft by 40ft painting, *Bigger Trees Near Warter*. It also adds a stunning aesthetic to the Tour de Yorkshire.

### 3 Beverley Westwood Pasture

The common pasture outside Beverley marks the end of the club run, and the cafe stop. There are stunning views of Beverley racecourse and the Minster.

### Favourite cafes

Cafe Velo, Beverley, is a popular stop-off for riders and has been visited by the Downing brothers and Bradley Wiggins, all friends of owner and ex-racer Gary Payne, who rode for the Paragon Racing Team in the 1980s. Cafe Velo, 21 North Bar Within, Beverley, HU17 8DB



Powering British cycling clubs





Riders feel right at home in Cafe Velo

## Meet the club



Mike McAllister: "I'd seen these blue and yellow shirts whizzing by so I joined the club, did the training rides, and got hooked on time trials."



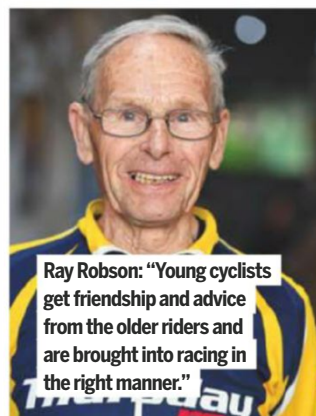
Amanda Dean: "Without Hull Thursday's encouragement and experience I wouldn't have been at the World Duathlon Championships."



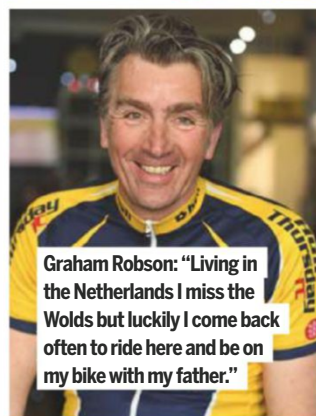
Young riders bring style to the club



Decisions, decisions!



Ray Robson: "Young cyclists get friendship and advice from the older riders and are brought into racing in the right manner."



Graham Robson: "Living in the Netherlands I miss the Wolds but luckily I come back often to ride here and be on my bike with my father."

and there a few light-hearted tussles taking place today.

This year Hull has been named as the UK City of Culture, although there are no specific plans by the club to run events. However, they did manage to bag former BBC arts correspondent Rosie Millard as guest speaker at their annual dinner.

They also look forward to the opening of a new track in Hull, where the club can attract more youngsters to the sport.

### No giving up

As I catch up with Graham Robson once more he tells me about the sportives he is riding this year, which include the

Three Peaks Cyclo-Cross — the 31st time he will tackle it. An outstanding achievement, he clearly has no signs of hanging up his bike any time soon. "I can't stop riding until Dad stops," he says. "I ride in Hull Thursday colours when I'm in Holland. It's a club that I am very proud to be part of." ■

# Fresh faces star in 100th Giro's opening stages

Giro d'Italia | May 5-7 | Italy

Stephen Puddicombe

**S**omewhat ironically for a race celebrating its past, the stars of the opening days of the historic 100th Giro d'Italia were a couple of riders who had not appeared in any of the previous 99.

In fact, both Lukas Pöstlberger (Bora-Hansgrohe) and Fernando Gaviria (Quick Step Floors) were making their Grand Tour debuts, which could hardly have gone better for either of them, with both winning a stage and consequently enjoying a day in the pink jersey.

It's fair to say that Pöstlberger's success was a lot less expected than Gaviria's. Even Pöstlberger himself didn't seem to believe what he had done as he crossed the finish line on stage one alone ahead of the race, with his hands on his head and a look of shock on his face.

The 25-year-old Austrian, who also works as a carpenter, did not even intend to attack; leading the peloton in aid of his team's sprinter Sam Bennett, he opened up a gap after taking one of the finale's many tight corners.

He soon looked behind to survey the unintentional damage he had caused, and then — after one more look as if to check his eyes weren't playing tricks on him

— fully committed himself, and soloed all the way to the finish.

If that was a moment of an underdog triumphing, Gaviria's win two days later felt like an annunciation for one of cycling's major new talents. In a stage that was brought to life by blustery winds — the strength of which could be gauged by the way the trees at the roadside swayed violently from side to side — the Colombian was one of a dozen or so riders strong and smart enough to break clear from the peloton, then he unleashed his fearsome sprint to win at a canter.

Gaviria had been expected to make a strong impression at this Giro, but to win a stage with such panache and maturity at the age of just 22 was especially impressive.

Old-timer André Greipel (Lotto-Soudal) may have won the stage in between, but overall the Giro's Sardinian opening offered a glimpse of the future, even as it celebrated the past.

#### Overall classification after stage 3

1. **Fernando Gaviria (Col) Quick-Step Floors** in 14:45.16; 2. André Greipel (Ger) Lotto-Soudal at 9sec; 3. Lukas Pöstlberger (Aut) Bora-Hansgrohe at 13sec; 4. Bob Jungels (Lux) Quick Step Floors; 5. Kanstantsin Siutsou (Bir) Bahrain-Merida both at same time; 6. Caleb Ewan (Aus) Orica-Scott at 17sec; 7. Roberto Ferrari (Ita) UAE Team Emirates at same time; 8. Ryan Gibbons (RSA) Dimension Data at 23sec; 9. Enrico Battaglin (Ita) LottoNL-Jumbo; 10. Sacha Modolo (Ita) UAE Team Emirates both at same time.



Glory for Gaviria on stage three



## Stage one

A peloton tackling a headwind appeared to be sleepwalking towards a formulaic bunch finish, until Austrian novice Lukas Pöstlberger slipped off the front with 2km to go and soloed to a shock victory. Behind him Caleb Ewan (Orica-Scott) showed impressive form to outspurt André Greipel (Lotto-Soudal) for second, while earlier Cesare Benedetti won enough points on the day's small climbs to take the King of the Mountains jersey.

### Result

**1, Lukas Pöstlberger (Aut) Bora-Hansgrohe in 5:13.35;** 2, Caleb Ewan (Aus) Orica-Scott; 3, André Greipel (Ger) Lotto-Soudal; 4, Giacomo Nizzolo (Ita) Trek-Segafredo; 5, Sacha Modolo (Ita) UAE Team Emirates; 6, Kristian Sbaragli (Ita) Dimension Data; 7, Jasper Stuyven (Bel) Trek-Segafredo; 8, Ryan Gibbons (RSA) Dimension Data; 9, Sam Bennett (Irl) Bora-Hansgrohe; 10, Phil Bauhaus (Ger) Sunweb all at same time.

## Stage two

An undulating parcours failed to ignite the attacking racing that was expected. This time the sprinters were not to be mugged off by a surprise attack, and André Greipel benefitted from a smooth lead-out and a Caleb Ewan mechanical to win the stage and the pink jersey. Daniel Teklehaimanot (Dimension Data) was in the break for the second successive day, and took the lead in the Mountains classification.

### Result

**1, André Greipel (Ger) Lotto-Soudal in 6:05.18;** 2, Roberto Ferrari (Ita) UAE Team Emirates; 3, Jasper Stuyven (Bel) Trek-Segafredo; 4, Fernando Gaviria (Col) Quick Step Floors; 5, Kristian Sbaragli (Ita) Dimension Data; 6, Enrico Battaglin (Ita) LottoNL-Jumbo; 7, Ryan Gibbons (RSA) Dimension Data; 8, Geraint Thomas (GBR) Sky; 9, Caleb Ewan (Aus) Orica-Scott; 10, Rui Costa (Por) UAE Team Emirates all at same time.



## Stage three

The race burst into life when Quick Step Floors — led by GC hopeful Bob Jungels — threw down the gauntlet by attacking in vicious crosswinds inside the final 10 kilometres. Seven of their riders went clear with only four from other teams following, which set up their sprinter Fernando Gaviria for a comfortable sprint win. Geraint Thomas (Sky) was briefly in an echelon just behind the leaders, but all the major favourites ultimately finished in the same group.

### Result

**1, Fernando Gaviria (Col) Quick Step Floors in 3:26.33;** 2, Rudiger Selig (Ger) Bora-Hansgrohe; 3, Giacomo Nizzolo (Ita) Trek-Segafredo; 4, Nathan Haas (Aus) Dimension Data; 5, Max Richeze (Arg) Quick-Step Floors all at same time; 6, Kanstantsin Siutsou (Blr) Bahrain-Merida at 3sec; 7, Bob Jungels (Lux) Quick-Step Floors at same time; 8, Caleb Ewan (Aus) Orica-Scott; 9, Sacha Modolo (Ita) UAE Team Emirates; 10, André Greipel (Ger) Lotto-Soudal both at same time.

## LAST WEEK

### Saturday, May 6

Wanty-Groupe Gobert's Marco Minnaard won the four-stage Rhône-Alpes Isère Tour. Successive top-10s in the first three stages earned him the leader's jersey which he kept hold of on the final day. His Dutch compatriot Pascal Eenkhoorn (BMC Development) was second on GC.

### Saturday, May 6

Two young British riders placed in the top 10 of the Ronde van Overijssel race in the Netherlands. Jacob Scott (An Post-Chain Reaction), 21, was sixth, and 22-year-old Harry Tanfield (Bike Channel-Canyon) 10th. The race was won by Dane Nicolai Brøchner (Rival Platform).

### Sunday, May 7

Marianne Vos (WM3 Energie) took the first win of her season at the Trofee Maarten Wynants. The three-time world champion was the fastest in the bunch sprint in the Belgian race. Brit Emily Nelson was eighth.

### Sunday, May 7

British rider Stephen Williams (SEG Racing Academy) narrowly missed out on victory at the Flèche Ardennaise, crossing the line in Herve just two seconds shy of winner Harm Vanhoucke. The 20-year-old joined SEG from JLT-Condor in the winter.

### Sunday, May 7

Oscar Sevilla (Medellin-Inder) — the Spanish rider who finished second at the Vuelta a España in 2001 — claimed his first win in eight years by triumphing at the Tour of Madrid. In-form Raul Alarcon (W52/FC Porto) was second.

### Sunday, May 7

Jolien D'Hoore (Wiggle-High5) took overall victory at the Tour of Chongming Island race in China. The Belgian won stages two and three to cement her victory; Kirsten Wild (Cylance) won the opening stage and finished second behind D'Hoore in the other stages.

### Sunday, May 7

Leon Mazzone placed third in a Belgian kermesse for the second time in six weeks. The Isle of Man rider, 20, was part of a 1-2-3 for his team Illi Bikes, with 18-year-old Belgian Michael Delbaen taking the race honours.

# Taylor clocks Clayton victory

Dukinfield CC Brian Clayton Memorial 50 | May 6 | Lower Withington, Cheshire

Snowdon Sports

**F**ormer 100-mile national champion Charles Taylor secured the latest of a string of victories for Team Bottrill when he led a one-two in the Brian Clayton Memorial 50-mile event, promoted by Dukinfield CC.

He took the win by just 11 seconds from team-mate Joshua Williams, as both riders stormed around the pothole-filled A535 circuit in Cheshire clocking an average speed of more than 28 miles per hour.

It was the second time in as many years that the 35-year-old, from Egginton near Derby, has won the popular event on the undulating course, clocking a time of 1:45.58 to finish top of a full field of 120 entrants plus reserves.

"I was a lot slower than last year as there was a bit of wind and it was very cold for this time of year," said Taylor following the victory which was more than a minute slower than in the same event last year.

"It was the same for everybody but when it's cold the air is a bit thicker and denser. The course certainly isn't fast as the road surface is terrible. There are a lot of potholes and the surface seems to get worse every year."

Taylor who finished eighth in the national '50' and fifth

in the national '100' last year, is hoping for more success with Team Bottrill through the season and beyond.

He added: "I was surprised to beat Josh [Williams] as he has been going very well.

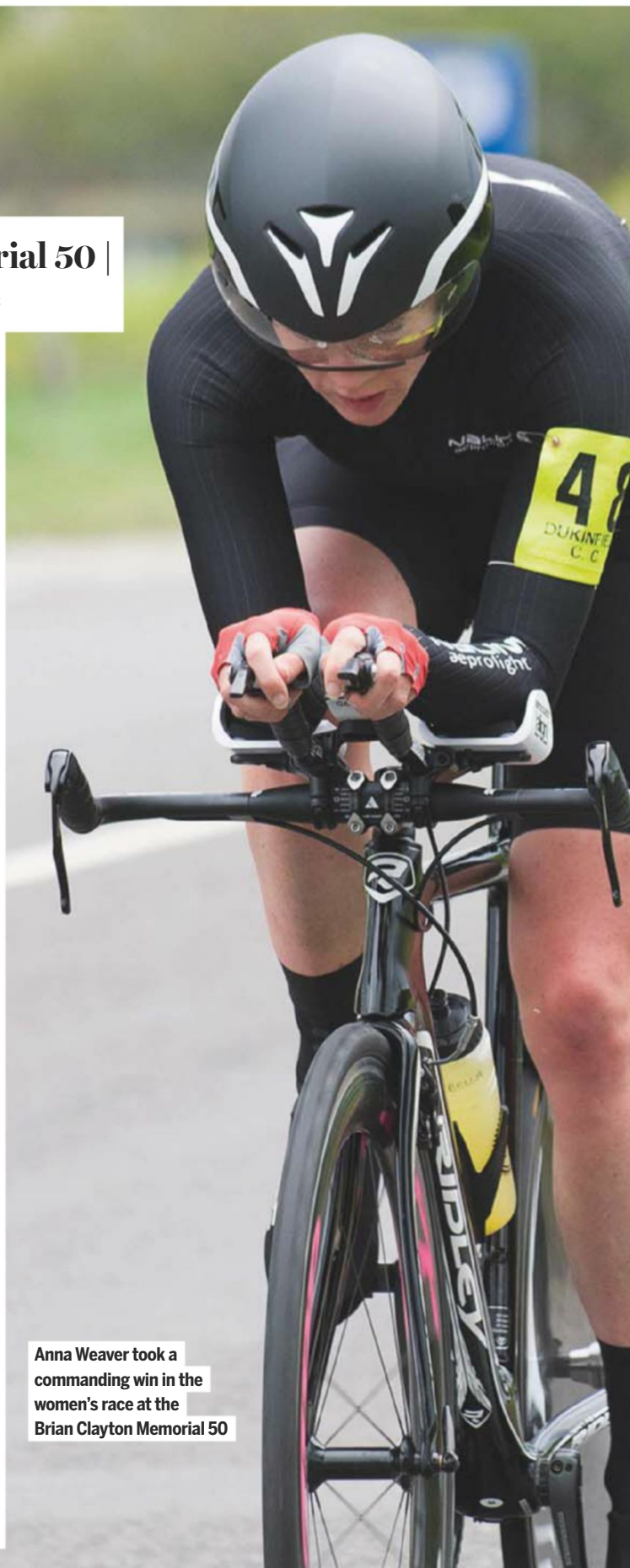
Having competition like him helps to keep you motivated and in check as if you are always winning you get complacent.

"We have got an incredibly strong team — I have never known a team this strong. Every week somebody is winning or getting very close. We will be going for the team award in the 100-mile championship again. I seem to go better over the longer distances, so I stick to them."

Behind the Team Bottrill pairing, Mark Turnbull (TORQ Performance) finished third in 1:48.38, while the women's event saw Anna Weaver (Vertex Biemme RT) clock a time of 2:05.19, which was enough for a convincing victory with a margin of over four minutes.

## Result

1. Charles Taylor (Team Bottrill-HSS Hire) .....	1:45.58
2. Joshua Williams (Team Bottrill) .....	1:46.09
3. Mark Turnbull (TORQ Performance) .....	1:48.38
4. Tony Cullen (Tri Central UK) .....	1:49.36
5. John Morgan (Coveryourcar.co.uk) .....	1:52.04
6. David Crawley (Velotik RT) .....	1:52.36
7. Andrew Hall (GS Metro) .....	1:53.15
8. Howard Lewis (Mid Shropshire Wh) .....	1:53.57
9. Adrian Hughes (Seamons CC) .....	1:54.01
10. Mat Ivings (Buxton CC) .....	1:54.44
<b>Women:</b> Anna Weaver (Vertex Biemme RT) .....	2:05.19
<b>Handicap:</b> Edward Baldwin (Seamons CC)	
<b>Team:</b> Seamons CC	



Anna Weaver took a commanding win in the women's race at the Brian Clayton Memorial 50

## RACING AHEAD

### Women's Tour of California (May 11-14)

In the third edition of the women's race, its first winner, Trixi Worrack (Canyon-SRAM) is hoping to prevent Megan Guarnier (Boels-Dolmans) from defending her 2016 title. Two mountainous opening days will ignite the GC, before expected sprints in the final two stages.

### Lincoln GP (May 14)

The most iconic domestic race on the calendar, the repeated steep cobbled ascent of Michaelgate is typically the race decider. Riding for Madison-Genesis last year, Tom Stewart (now of One Pro) is defending his men's title; Alice Barnes (Drops) is aiming for a second successive win.

### Tour of California (May 14-20)

Its inaugural edition as a WorldTour event — and the first American race at that level — the seven-stage Tour of California has stages for every type of rider. There's two summit finishes, a 24km TT, chances for rouleurs and two all-but guaranteed bunch sprints.

**TV: Each stage live on Eurosport 1, 10pm-12pm; stage seven 8pm-9pm**

### BUCS Road Race Championships

The annual University Road Race Championships sees Bike Channel-Canyon fielding two favourites — Rory Townsend representing St Mary's University, and Max Stedman, the University of Exeter. Set on a challenging North Yorkshire course, Harry Tanfield and Alice Sharpe took the 2016 titles.

### Emakumeen XXX. Bira (May 17-21)

For the second year this women's Basque race has moved from its traditional June spot in the calendar. The opening three stages should produce fast winners, but a long, uphill finish on stage four and a climb late on stage five will decide the GC.

### Tour of Norway (May 17-21)

There are three undulating days separated by two flat stages. Norwegian Edvald Boasson Hagen (Dimension Data) has finished on the podium in four of the last five editions, winning in 2012 and 2013. Pieter Weening (Roompot-Nederlandse Loterij) won last year.

## Road racing

### Sunday, May 7

#### Pro Cycle Hire Spring Classic (East Hanningfield, Essex):

**2, 3, 4: 1. George Clark (Catford Equipe Banks) 75 miles in 3:05.00;** 2. G. Freeman (Fast Test RT); 3. V. Christan (East London Velo); 4. S. Allen (Pedal On); 5. N. Howard (Finchley RT); 6. T. Barningham (Vicious Velo); 7. T. Elwood (CC London); 8. J. O'Connell (Regents Park Rouleurs); 9. E. Colley (SD Racing Team); 10. D. Warwick (Drwell Velo).

#### Ythan Road Race (Elton Academy, Aberdeenshire):

**3, 4: 1. Donald MacRury (Moray Firth CC) 50 miles in 2:02.08;** 2. M. Bain (Granite City RT); 3. J. Hunter (Aberdeen Wheelers); 4. T. Gelati (Ythan CC); 5. R. Atkinson (Shetland Wheelers); 6. D. Reed (Granite City RT); 7. M. Reynolds (Aberdeen Wheelers); 8. A. Clark (Velocity 44 RT); 9. B. Duncan (Rapha CC) all same time; 10. P. Fenwick (Moray Firth CC) +0.09.

#### Rockingham Forest Wh two-day (Leicestershire):

#### 3, 4: Final Overall: 1. Callum Clarke (Sigma Sport RT) 108.8 miles in 4:09.04;

2. J. Patmore (Wellingborough CRT) +0.46; 3. F. Young (Wellingborough CRT) +0.47; 4. S. Norman (Bedfordshire Roads RT) +0.49; 5. J. Honor (JCA-Equipe Velo) +0.53; 6. J. Poole (PB Performance) +0.58; 7. L. Smith (JCA-Equipe Velo) +1.07; 8. R. Henry (Numplumz) +1.09; 9. H. Lock (Loughborough Students) +1.10; 10. J. Scott (Cycle Team OnForm) +1.11.

### Saturday, May 6

#### CC London: Hog with the Occasional Hill (Redbridge circuit, Essex):

**2, 3: 1. Declan Egan (Kingston Wheelers);** 2. J. Ambrose-Parish (Cycle Team OnForm); 3. T. Sefton (Team Vision Innovative Leisure); 4. B. Thompson (CC London); 5. R. Valdes (Islington CC); 6. A. Smith (PB Cycle Coaching RT); 7. A. Cotterell (GS Greenwich); 8. G. Clark (Catford CC); 9. J. Hale (unattached); 10. Josh Copley (Catford-Equipe-Banks).

**Women:** 1. Emma Lewis (Aprire Bicycles-HSS Hire); 2. J. Lowden (Aprire Bicycles); 3. H. Hoy (Cycle Team OnForm); 4. A. Hughes (Team Vertex-Biemme); 5. E. Hornsby (VC Londres); 6. J. Atkinson (Cambridge Univ CC).

**Fourth Cat:** 1. Keiron Harding (unattached); 2. R. Radziej (unattached); 3. A. Hogan (Sunday Echappee); 4. D. Willis (Kingston Wheelers); 5. D. McCaul (Pretorius Bikes); 6. A. Knott (Welwyn Wheelers).

#### BIG Events Central Series round two (Hillingdon circuit, Middlesex):

#### 2, 3: 1. Anthony Roberts (VC Meudon);

2. J. O'Connell (Regents Park Rouleurs); 3. A. Thompson (Spokes BPC Racing); 4. J. Norris (SD Racing Team); 5. T. Lane (Latchem Sunwise RT); 6. O. Cliff (TBW Bottechia Wigmore RT); 7. K. Argent (Sigma Sport RT); 8. J. McKie (Regents Park Rouleurs); 9. T. Booth (Rivet Racing); 10. J. Hickerton (Spokes BPC Racing).

**Third Cat:** 1. Stuart Waite (Wightlink); 2. C. Jubb (Pearson CC); 3. C. Cole (SD Racing Team); 4. S. Atanasov (VC Colets); 5. M. Ferguson (Xpress MTB Club); 6. G. Creasey (UK Biking-Bournemouth Cycleworks).

**Fourth Cat:** 1. Henry James (CS Pendle); 2. T. Coombe (Kingston Wheelers); 3. S. Henwood (unattached); 4. P. Cole (Handsling Racing); 5. J. Davis (East London Velo); 6. K. Kononovas (unattached).

## Time trials

### Sunday, May 7

#### CC Blaenau Gwent 25 (Usk, South Wales):

**1. Kieron Davies (Drag2zero) ..... 46.51**  
2. S. Tremlett (Guernsey Velo) ..... 49.42  
3. I. Smallwood (Cardiff Ajax CC) ..... 50.24  
4. L. Cornish (Cwmcarn Paragon RC) ..... 50.42  
5. L. Morgan (Team Bottrill) ..... 50.44  
6. A. Jones (Towy Racing CC) ..... 51.01  
7. B. Anstie (73 Degrees CC) ..... 51.06  
8. J. Wynn (T1 Diabetes.info) ..... 51.07  
9. P. Kibble (73 Degrees CC) ..... 52.37  
10. C. Massey (Team Bottrill) ..... 53.07  
**Women:** Nadine Cannon (VeloSistas) ..... 58.14

#### Nova Raiders 25 (Prees, Shropshire):

**1. Ryan Morley (RAFCA) ..... 52.26**  
2. P. Grindley (Liverpool Century RC) ..... 55.13  
3. D. Watts (RAFCA) ..... 55.14  
4. M. Gibbons (Nova Raiders CC) ..... 55.40  
5. P. Brooke (Wills Wheels CC) ..... 55.51  
6. A. Moore (Stafford RC) ..... 55.54  
7. B. Davies (Hafren CC) ..... 56.06  
8. V. Chetta (Mid Shropshire Wheelers) ..... 56.14  
9. M. Hill (Chester RC) ..... 56.44  
10. M. Jones (Wrexham RC) ..... 56.48  
**Women:** Becky Lewis (Mid Shrops Wh) ..... 58.46  
**Junior:** Sam Morris (Revolutions Racing) ..... 58.52

#### Caithness CC hilly 23 (Loch Calder, Thurso):

**1. Andrew MacLeod (Caithness CC) ..... 54.37**  
2. C. Pitblado (Moray Firth CC) ..... 55.10  
3. M. Chisholm (Moray Firth CC) ..... 56.57  
4. D. Harter (Forres CC) ..... 59.21  
5. D. Gillies (Moray CRT) ..... 1:01.04  
6. S. Anderson (Wick Wheelers) ..... 1:01.20  
7. D. Stuart (Cromarty Firth CC) ..... 1:02.23  
8. H. McAllan (Caithness CC) ..... 1:02.51  
9. P. Cartwright (Caithness CC) ..... 1:08.10  
10. A. Washington (Caithness CC) ..... 1:09.04  
**Women:** Debbie Larnach (Caithness CC) ..... 1:10.15  
**Veterans on std:** Alasdair Washington ..... +11.02

### Saturday, May 6

#### Rossington Wheelers 10 (Hatfield Woodhouse, South Yorkshire):

**1. Patrick Gould (Matlock CC) ..... 21.18**  
2. R. Lunt (Rossington Wheelers) ..... 21.28  
3. J. Ramsbottom (Pedal Pushers) ..... 21.44  
=4. N. Latimer (Rutland Cycling Club) ..... 21.45  
=4. N. Nettleton (Wilson's Wheels RT) ..... 21.45  
6. S. Wells (Flex-Tech Ettridge Cycles) ..... 22.00  
7. T. Fearn (Langsett Cycles Race Team) ..... 22.07  
8. T. Mayne (Birdwell Wheelers) ..... 22.33  
9. J. Le Sage (Rutland Cycling Club) ..... 22.39  
10. A. Martin (Tuxford Clarion CC) ..... 22.59  
**Women:** Ann Walsham (Maxx R.T) ..... 25.03  
**Veteran:** Julian Ramsbottom  
**Junior:** Thomas Booth (Birdwell Wheelers) ..... 23.29

#### Port Talbot Wheelers 10 (Resolven, South Wales):

**1. Ioan Smallwood (Cardiff Ajax CC) ..... 21.25**  
2. C. Gibbard (Bynea CCO) ..... 21.49  
3. P. Kibble (73 Degrees CC) ..... 21.59  
4. L. Cornish (Cwmcarn Paragon CC) ..... 22.00  
5. C. Massey (Team Bottrill) ..... 22.26  
6. P. Tucker (Bynea CC) ..... 22.49  
7. C. Jones (Ride Bike Wales) ..... 23.02  
8. N. Cleave (Swansea Wheelers) ..... 23.14  
9. J. Lewis (Bike Doctor) ..... 23.15  
10. R. Hicks (Port Talbot Wheelers) ..... 23.25  
**Women:** Jessica Roberts (Liv CC-Epic Coaching) ..... 24.43



## HOW TO BOOK YOUR PRIVATE ADVERTISEMENT WITHIN CYCLING WEEKLY & ON

[www.cyclingweekly.co.uk](http://www.cyclingweekly.co.uk)

Visit

<http://classifieds.cyclingweekly.co.uk>

Click on Buy & Sell and Bikes & Gear For Sale and follow the steps.

Advertisements will appear online for 28 days and in the next  
available 2 issues of the magazine.

## PRICES FOR ADVERTISING

- ❑ Used bikes over £1,000 (£25 per ad)
- ❑ Used bikes under £1,000 (£20 per ad)
- ❑ Accessories (£20 per ad)
- ❑ Wheels (£20 per ad)
- ❑ Collectors' items (£20 per ad)
- ❑ Frames (£20 per ad)
- ❑ Tandems & tricycles (£20 per ad)
- ❑ Wanted (£20 per ad)

Deadline for advertisements is Thursday mid-day  
for the following Thursday's edition (not inc. Bank Holidays).

Please note that these rates are for private advertisers only.

**Trade advertisers please call 01252 555303**

### USED CYCLES



**LIV AVAIL DISC 1** With a lightweight ALUXX SL aluminium frame that's built specifically for women riders using Liv's 3F design philosophy, Avail is a versatile performer for all types of road adventures. Disc brakes offer optimal braking performance in variable conditions. From short training rides to long days in the saddle, its comfortable endurance positioning and easy handling keep you in control. The D-Fuse seatpost quiets road vibration, reducing fatigue. Other features include an OverDrive steerer tube for precision steering and a PowerCore oversized bottom bracket for maximum pedalling efficiency. Approx. 100 dry miles and never raced. As new. Just serviced at Edinburgh Bicycle Cooperative. Frame size is a large. £650. Edinburgh. Tel: 07568 077351. Email: mermartin95@gmail.com 11/5

**GENESIS EQUILIBRIUM** Road Bike - 52cm. In very good condition. Reynolds 725, 105 Groupset, mudguards included. General wear and tear, this is a great bike and in very good condition. Cost £1400 new at the time. Buyer collect. Viewings welcome. £495. St Albans. Tel: 07854 654134. Email: hrbriggs2@gmail.com 11/5



**CANYON ULTIMATE CF SL 9.0** Black / Grey. UCI approved carbon frame fork, size small. Ultegra 11spd group, Ksyrium Elite wheels, Ritchey WCS bar / stem, VCLS carbon seatpin, Fizik Antares saddle. Late 2014 model, leisure use only by veteran owner, never ridden in races or sportive events. Ultra light bike in excellent condition. £1275. South Cumbria. Tel: 01229 889109. Email: vicpop1@sky.com 11/5



**CANNONDALE** Supersix Evo 105 2016 Size 58cm. Immaculate condition, under 500 miles, wheels upgraded to Mavic Aksium Elite. Never dropped/damaged genuine sale. This years version retails at £1700. £850. Oxfordshire. Tel: 07904 519974. Email: da72.ellis@googlemail.com 18/5



**LEMOND ZURICH ROAD BIKE 55CMS.** 2002 Rolf Vector Comp Wheels RED Anodised Ultegra gearing, 27 speed, 3 x 9, Reynolds 853 steel tubing liberator ti/ race saddle Bike is in really excellent condition for its age, couple of very small marks, minimal Also selling Scott Addict R3, 2009 immaculate £850 Cash on collection only. £550. DOWNHAM MARKET, NORFOLK. Tel: 07880 728323. Email: ffflaw@hotmail.co.uk 18/5



**RIDLEY BOREAS** 2010 Ridley Fluid 7005 Aluminium frame with carbon forks - Shimano 105 throughout with Cole Roller wheels with Michelin Pro 4 tyres with Oval R100 bars. Size M (55CM) Gear Ratio 12-25 and 50/34. Very Stylish bike - rarely used in last 3 years. £450. North Yorkshire. Tel: 07831 579152. Email: R.Elysee@yorks.ac.uk 18/5



**FELZ Z2 2011** carbon frameset. Shimano 10 speed Ultegra Di2 electronic groupset. Mavic Ksyrium SLS Wheelset c/w Continental GP 4000 II tyres. Excellent condition and extremely comfortable endurance frame. Very lightweight and stiff. Size Large and suitable for 6' male give or take a few inches. Currently with 120mm stem but could have a shorter stem fitted to reduce the reach, if required. £1,250. Aberdeenshire. Tel: 07860 480069. Email: jonathanbrianparker@gmail.com 11/5



**MONDRAKER FINALIST HARDTAIL MOUNTAIN BIKE 27.5 2016 (MEDIUM)** The Finalist is a lightweight, agile and fast paced XC hardtail with a quality lineup of component choice. Excellent condition, nearly new. The bike was bought brand new very recently. Used Only three times, less than 20 miles. Its RPP is £899.99. For specifications, please email. £640. Edinburgh. Tel: 07833 433573. Email: helena\_scullion@hotmail.co.uk 18/5



**PINARELLO Dogma 65.1 Think 2.** A perfect frame which contains everything that a rider could ever dream of: absolute performance, stiffness, explosive power, precision, all with the unique Pinarello design. The DOGMA uses the best carbon fiber available; Torayca 65Ton HM 1K with Nanoalloy technology, exclusively from Toray the Japanese carbon giant and only available to Pinarello. See photos for all dimensions. Selling due to health reasons. £4500. Surrey. Tel: 07976 517125. Email: gary@gacprint.co.uk 18/5



**CUBE AGREE CARBON** 2012 Cube Agree GTC Race Full Carbon Road Bike. Full Ultegra Groupset. Size states 60cm but seat tube top to centre is 56cm. I would suggest to suit an average rider height of 5ft 10 or above. Compact 10 Speed 13-28 cassette. Perfectly straight Fulcrum Racing 5 wheels with aero spokes & Gatorskins. Tidy, light and responsive. A couple of minor scuffs only from use. Recently stripped and serviced. Collection only from West Wilts. £675 onvo. Nr Trowbridge. Tel: 07971 210692. Email: Triumphdaytona675@hotmail.co.uk 18/5



**FOCUS MARES CX SRAM RIVAL** 54cm cross bike. Almost new, only used 3 times. Chainset 46/36, cassette 11/32. Hydraulic brakes. Tubeless Schwalbe Rocket Ron tyres. Very light bike. Genuine reason for sale and happy for pre purchase inspections. £1800. Stockport. Tel: 07507 144168. Email: jasonpickford@outlook.com 18/5



**VINTAGE 1980'S EDDY MERCKX PROFESSIONAL 53-55CM** Fully Restored, new paint and chrome with Campagnolo Super Record Groupset, rebuilt wheels, new rims, amazing condition, lots of NOS parts and with no expense spared a great example of a piece of cycling history. Complete with photographic restoration. Eroica ready, will ship worldwide. View at Classic and Vintage Cycles, Hadfield, Derbyshire. www.classicandvintagecycles.com. £3250. Hadfield, Manchester. Tel: 01457 866828. Email: briankdigby@hotmail.com 18/5

## WHEELS



**LIGHTWEIGHT TUBULARS** custom branded for Cube but look great on any bike. Super light, stiff and fast - claimed to be 1080g for the pair. 16/20 spokes, with a pair of Ultramo tyres. Wheels have been summer ridden and white paint on the spokes is chipped in places. However, could be easily touched up. Great looking set of wheels and sad to need to sell. Happy to share more pictures/answer questions £1250 ONO. Saffron Walden, Essex. Tel: 07870 678048. Email: edchedzoy@gmail.com 11/5

## WANTED

**WANTED TO COMPLETE 1950S** bike Pennine CO2 pump and chrome clip to fit frame boss - 01200 423691 or robinhatherell@btinternet.com. Price N/A. Clitheroe. Tel: 01200 423691. Email: robinhatherell@btinternet.com 18/5

**RACING BIKES 1930-1970.** Quality makes and fancy designs like Hetchins, Ephgrave, Paris, Thanet, HR Morris and other makes wanted. Any condition, even just frames, vintage NEW cycle shop stock also needed Private collector. Call with details. Collect anywhere Tel: 07739 775810 0/0

## CYCLE JUMBLES

**MUSWELL HILL CYCLE JUMBLE** Sat 13th May St Marys Church Hall, Park Road N10 3AH, 9am start, admission £1, early bird £5, organiser Andy Franks 07526240683 0/0

## FRAME RESTORATION

**ATLANTIC BOULEVARD.** Paint finishes for Steel, carbon and alloy frames. Repairs, alterations, chrome. Specialists in vintage and modern transfers. 24hr Collection service. Tel: 0161 762 0456 8am - 8pm. ww.w.atlanticboulevard.co.uk www.bicycled decals.net 0/0

## HOLIDAYS

**ALPE D'HUEZ** self-catered, catered, B&B, spectacular scenery, family friendly. 0033 4 76 80 36 58 www.lechateauaudoz.com 0/0

**MALLORCA / PUERTO POLLENSA** PRO ROAD BIKES / MTB HIRE from 12€ per Day, BIKE SHOP SPARES & REPAIRS / Airport Transfers. BOOKING: www.2gocycling.com. Tel.0034 971864059 0/0

**NEAR ALPE D'HUEZ B&B/HB** (1-9 people); SC house (max 6). Guided/supported rides. Stunning village location. www.chalet-michelle.com 0/0

**CYCLE HAME.** French Alps road bike holidays. Experienced, friendly team providing accommodation, meals, guiding, vehicle support. ToF / Marmotte options available. 01875 320157 www.cyclehame.co.uk 0/0

**European Bike Express** 3 Newfield Lane South Cave, HU15 2JW

Hassle free travel across Europe for you and your bike. Join the thousands of cyclists who have discovered that European Bike Express is the best way into Europe.

- Online booking
- Club Class Coaches with custom built trailers
- Weekly departures with 4 routes to 25 destinations in France and Spain from 17 UK pick up points
- Departures for Semaine Federale and Tour de France
- Fixed Base Holiday with excellent cycle routes in Rosas, Spain are also available
- 50% child discounts available on specific July/August departures

2017 BROCHURE AVAILABLE

www.bike-express.co.uk Tel: 01430 422111 Fax: 01430 422877

# Cycling WEEKLY

To advertise in this space, contact Georgia on **01252 555303**

or

**georgia.yardley@timeinc.com**

OAKLANDS COLLEGE **OAKLANDS WOLVES** [www.oaklands.ac.uk/wolves](http://www.oaklands.ac.uk/wolves)

**ACADEMIES** @oaklandswolves

**CYCLING ACADEMY**

Tailored for 16-18 year old Junior Cyclists | with options for 18+

COMBINE WORLD CLASS COACHING & TRAINING WITH YOUR COLLEGE EDUCATION

STARTING SEPTEMBER 2017

ON-SITE RESIDENTIAL OPTIONS AVAILABLE

**2017/18 PLACES LIMITED**

Register your interest now at [cycling@oaklands.ac.uk](mailto:cycling@oaklands.ac.uk)

Cycling Spectacles With Prescription Lenses

[www.cyclingspectacles.com](http://www.cyclingspectacles.com)



Complete with Any Prescription

[www.cyclingspectacles.com](http://www.cyclingspectacles.com)

Single vision £89.00

Bifocal £119.00

Varifocal £169.00

To Purchase Please Call:

01827 52526 or

07899818918

Email [chris@eyepod.net](mailto:chris@eyepod.net)

The package includes:

5 easy to change tinted lenses: Polarised, Yellow night vision, Mirrored Revo, Blue and Clear lenses.

Easy to change from sides to sports band

Hard case for all accessories

Designed and manufactured by Eye Society Opticians

# RACE THE SUN BRECON BEACONS



24 June 2017

# RACE THE SUN ISLE OF WIGHT

NEW  
FOR  
2017

8 July 2017



# RACE THE SUN LAKE DISTRICT



2 September 2017



For further information and an application form  
**actionforcharity.co.uk**  
01590 677854  
events@actionforcharity.co.uk

Race the Sun events are managed by Action for Charity on behalf of Action Medical Research



Charity reg. nos 208701 and SC039284

# Rule #5 applies

*The stunning North York Moors is the setting for our biggest challenge yet!*



**Sunday 23rd July**  
Scarborough Rugby Club

**BLACK ROUTE 120 MILES**  
**11643 ft ELEV. GAIN**

**EPIC ROUTE 99 MILES**  
**9786 ft ELEV. GAIN**

**STAND. ROUTE 74 MILES**  
**6840 ft ELEV. GAIN**

**SHORT ROUTE 56 MILES**  
**5321 ft ELEV. GAIN**

In partnership with



Book your place now



**ukcyclingevents.co.uk**  
get out and ride

#getoutandride Follow us  @ukcyclingevents  facebook.com/ukcyclingevents

# Dr Hutch

The Doc applauds his old friend Bernard's audacity — and capacity — for bunking off work to go cycling

doctorhutch\_cycling@timeinc.com



**O**ne of the undeniable pleasures of being a self-employed home-worker is that you can go for a ride more or less whenever you like. But there is even greater pleasure to be taken from being the sort of workshy oxygen-stealer who goes cycling in his employer's time.

Thus it was one morning last week, when I went for a ride with my friend Bernard. "I drove to work," he told me. "But then I rode home, so my car's still in the car park, and they'll assume I'm still in the building."

He went on to explain that he had, over the course of his employment, toned down his manager's expectations to the point where his productivity is now no different whether he's at work or not. "The only way they could be sure I'm not there is to have a fire drill," he told me. "But I have to be back by 1.30 — there's a meeting I absolutely have to be asleep at the back of."

It was about 11am when we met, so there was two and a half hours

of spring pleasure ahead, albeit there was a stiff northerly breeze. It was Bernard's turn to navigate. He outlined an itinerary that would have been a challenge if we'd been Team Sky out to do some hardcore team time trial training. "It'll be fine," he said, "it'll be a tailwind for the last bit."

## Negative split

The ride was roughly circular, so we set off downwind. Or at least, that's what I thought. "That wind has dropped right away," said Bernard. "There's hardly a breath now." We were barrelling along a flat road at around 45kph, building up a sweaty warmth. "The training is finally paying off," he said.

A few miles later, and we were leaning hard into a crosswind. We'd ridden downwind for over an hour. Neither of us mentioned what was going to happen when the route turned again.

Well, it was brutal. Half past 12 came and went. We were 45km from home, and creeping. "Don't worry," said Bernard. "That last bit will be really fast." I did some calculations. "Bernie, that last bit is only 5km long. To pull this back we're going to have to do it in minus 15 minutes. You're getting fired."

"The surface is really good too," was all he said.

One o'clock arrived. "I think we'd better get a shift on," said Bernard. He failed completely to get a shift on. Instead he looked at me. "I don't think so," I said. "It's not my career hanging by a thread."



Goodbye standing workstation, hello rolling workstation...

## Acts of Cycling Stupidity

To those of you who hate cleaning bikes, I offer the following tale.

I met a friend at a cafe not long ago. He apologised for the bike he'd turned up on. "I had to buy it to replace the previous one," he said. "I'd had to take that in for a service, and while the shop did a really good job and were pretty cheap, they were a day late, so to try to make it up to me they cleaned it.

"I'd managed to let it get really dirty, so I suppose they thought they were doing me a favour. But of course as soon as it was clean it was desirable, and the very next day it got nicked."

He put his head down and I slipped onto his wheel. After about 10 seconds he flicked his elbow. I ignored it. He did it again. "Nasty twitch you've got there," I said. "If you get back before your health insurance is cancelled you should get it looked at."

"I'll buy you a drink," he said.

"You're going to have to do a lot better than that."

"You know those wheels of yours that you asked me to return? I'll actually let you have them."

"You're all heart."



## How To... Garden

Gardens are very good for washing bikes, at least if you're the sort of bike cleaner who is fussy about how much black gunk ends up on the living room carpet.

Gardens can also be useful for summer turbo-training, at least if you're the sort of cyclist who is demented enough to ride a turbo-trainer when it's not actually raining.

Otherwise, since very few of us have one large enough to go for a ride in, gardens are more or less useless.

Most cyclists regard themselves as successful gardeners if they manage to keep the weeds down to a height that still allows them to see enough out of their window to judge accurately what the weather is doing.

Some chain lubes will do a reasonable job of killing vegetation but, while you'll resent the initial outlay, as "spending money on something that's not cycling," specialist weed killers will work out cheaper in the long run.

The most effective solution of all is to buy a lawnmower big enough to drive over anything that can't run away, and raze the whole garden, from end-to-end and side-to-side.

But that will, of course, involve spending money that you could otherwise have invested in a pair of handlebars 100g lighter than the ones you already have.

Don't be tempted to burn the garden down. The ash will make you cough something awful when you go turbo-training in it.

## "The £20 I now possess may be the last one Bernard owns"

"How about 20 quid?"

"Up front, and it's a deal."

He sat up, fished around in his pockets, and produced his emergency £20 note. It had a picture of Edward Elgar on the back.

So I was bought, and I did my best. We howled back into town with the long-awaited tailwind, dodging potholes and street furniture like it was a video game. We arrived at 1.40pm.

I haven't heard from him since, so I don't know what happened. I'm beginning to wonder if the £20 I now possess might have been the last one Bernard ever owns. But I'm determined not to feel guilty about it, and certainly not to return it. Although I admit I am quite tempted to frame it.





Contador (second right) attacked on Blockhaus in the 2014 Tirreno-Adriatico

# Blockhaus

**Eddy Merckx's first Grand Tour stage win came on the Giro's first ever ascent of the southern Italian climb**

Giles Belbin

**T**aking its name from a fortress built on its summit in 1860, Blockhaus is a tough climb in the Abruzzo region that has played a big part in shaping Giro d'Italia history despite being used sparingly — 2017 will only be the seventh time the race has visited the climb, also known as Passo Lanciano, since it was first used 50 years ago.

On May 31 1967, stage 12 took the peloton from Caserta to a summit finish on the mountain, via climbs of the Macerone, Rionero Sannitico and Roccaraso. In the bunch that day was a young Belgian who had already

established himself as a formidable one-day rider. But now Eddy Merckx had entered his first Grand Tour, focused on showing what he could do in the high mountains of Italy.

## Merckx's glory

When the Italian climber Italo Zilioli attacked with around 2km to go, just one rider was able to match the move — Merckx. With the two out front alone and heading towards the summit, the Belgian then launched his own bid. Such was the ferocity of Merckx's effort that Zilioli later reflected that it seemed like Merckx was gone in a flash — that one moment he was behind him and the next he had just vanished up the road.

Merckx finished 10 seconds ahead of the Italian to record his first Grand Tour stage win. Zilioli was inconsolable and the Italian media stunned. "Italian disappointment: Belgian sprinter wins in the mountains," said *La Gazzetta dello Sport*. To further ram home the message that here was a rider that could

win everywhere, Merckx won a second stage two days later, on the flat and in a sprint. A year later he rode to the summit of Blockhaus again. This time he finished second on the stage but wore pink, en route to the first of his five Giro titles.

Not that the climb holds only special memories for Merckx. On the race's next visit in 1972, the great man was humbled during a 48km blast to the mountain from the seaside town of Francavilla al Mare. The Belgian lost two and a half minutes and was described as arriving at the finish in a state of exhaustion, his head slumped on his handlebars. The last time the Giro visited the climb was in 2009 when Franco Pellizotti won, though the result would later be removed from Pellizotti's palmarès due to anti-doping violations.

While other races have also featured the climb — in 2014 Alberto Contador attacked to win the stage and claim the leader's jersey in Tirreno-Adriatico — it is at the Giro where its greatest stories have unfolded, with the authors of the next chapter poised to put pen to paper.

# MERLIN

CYCLES.COM



FROM OUR ENTRY LEVEL **PR7** TO OUR FLAGSHIP **NITRO SL**,  
**MERLIN CYCLES** WILL GET YOU ON THE RIGHT ROAD...

MERLIN CYCLES LTD, A4 BUCKSHAW LINK, ORDNANCE ROAD, BUCKSHAW VILLAGE, CHORLEY PR7 7EL



*From*  
**BONE SHAKER**



UP TO  
**£250**  
TRADE IN

*To*  
**PAGE SETTER**



**THE GREAT EVANS CYCLES TRADE-IN**

Trade in your old bone-shaker to get up to **£250 off** a brand new bike

[evanscycles.com/tradein](https://evanscycles.com/tradein)  
T&Cs apply.

**EVANS**  
CYCLES