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WEEKLY

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# Stannard's amazing win

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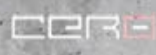
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# THIS ISSUE 05/03

## Great Britons

**A**nother weekend and yet another impressive double for British riders thanks to strong performances from Ian Stannard and Mark Cavendish.

Just seven days before it was Geraint Thomas and Chris Froome making headlines for victories in the Tour of the Algarve and Ruta del Sol respectively. After proving unbeatable in early season stage races, we've now turned our attentions to single-day semi-classics with similar success.

The circumstances of Stannard's win were the most remarkable for several reasons. He was defending champion, it was the first big test of his comeback after last season's injuries, and he just happened to outfox three Etixx-Quick Step riders in the four-up breakaway. Beating Tom Boonen in Belgium is no mean feat.

That was a huge embarrassment for the Belgian superteam and it took a Brit to restore pride at Etixx with Cavendish's sprint victory in Kuurne-Brussels-Kuurne. It was a powerful, well-timed effort from Cav at the finish but it was also his climbing that impressed. Our man even managed to get with the 20-strong lead group that broke away on the Oude Kwaremont but was eventually caught with 35 kilometres to go.

Next week Froome takes on Alberto Contador in Tirreno-Adriatico while Thomas goes for gold in Paris-Nice. It's only March

but this is already shaping up to be a vintage year.



Robert Garbutt  
Editor

Photo: Graham Watson, Chris Catchpole, Russell Ellis



All the news from the early season semi-classics



Four 105-equipped bikes go head-to-head



Get the inside line on the Tour of the Peak

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# Stannard strikes again

## Brit retains Het Nieuwsblad title against the odds

Richard Moore

**A** year after becoming the first British winner of the opening cobbled skirmish of the season, Omloop Het Nieuwsblad, Ian Stannard of Team Sky did the double last weekend, defending his title in sensational fashion.

Few would have backed Stannard when he escaped with three riders from a rival team — not just any riders, and not just any team. Etixx-Quick Step are the dominant force on the cobbles, and Stannard's companions included two of the best Classics riders of their generation — Tom Boonen and Niki Terpstra — and one of the strongest over this terrain, Stijn Vandenbergh. But the 27-year-old Briton, who was ruled out of most of last season with a broken back, got the better of them.

"I just wanted to show I was back at the level I was last year and take what I could, but to win it again was phenomenal," said Stannard.

"It's going to sound stupid saying this, but I didn't really have to race too much. The team led me into all the right bits in the right position, which was awesome. I raced the last 5km really."

It was a good weekend in Belgium

for British cycling. As well as Lizzie Armitstead taking third in the women's race (see page 64-65) and Mark Cavendish winning the following day in Kuurne (see over), Sir Bradley Wiggins helped keep his Sky team-mate out of the wind for much of Het Nieuwsblad, while Luke Rowe showed his increasing maturity by appearing at the front in the closing stages and, despite riding a broken bike, sprinted for ninth ahead of French sprinter Arnaud Démare (FDJ).

That improved on Rowe's 11th place last year and confirmed that he is on course to challenge in future years. "I think if you can finish in the top 10 you can eventually try to win one of these," he said. "I don't normally go for the bunch gallop but thought I'd give it a go and my legs felt good."

As well as the triumph for Stannard, this week's guest columnist (see over), it was vindication for the positive and aggressive tactics of Sky, who clearly had full confidence in their leader. Inside the final 50km, Rowe initiated the decisive break when he bridged up to the

two survivors of the early breakaway, Albert Timmer (Giant-Alpecin) and Matt Brammeier (MTN-Qhubeka).

Sky's sports director Servais Knaven said: "We are really happy, especially after what happened last year with Ian. I think he is at the same level or maybe even better. He has such a strong engine — it is incredible."

Knaven gave full marks to Wiggins, who is targeting Paris-Roubaix in April, and Rowe: "Brad was in the first part of the peloton helping the team and got dropped with just about 25k to go. He can be happy. I think as a team we really stepped up — Luke Rowe and Salvatore Puccio were really good. Hopefully we can win one of the Monuments in April."

■ Full race coverage p64-65.

### MY VIEW...

#### Richard Moore

Cycling author and journalist

Het Nieuwsblad was a very British affair, with Sir Bradley Wiggins and Luke Rowe both instrumental in Ian Stannard's win. All three could combine again at Paris-Roubaix but, with Geraint Thomas also likely to be there, the big question is: who should lead Team Sky?





# Cav bests Kristoff for second Kuurne win

## Sprinter edges rival ahead of Milan-San Remo

Richard Moore in Kuurne

**M**ark Cavendish (Etixx-Quick-Step) continued his flying start to the season by winning Kuurne-Brussels-Kuurne for a second time ahead of Alexander Kristoff (Katusha), a result that should give him confidence for Milan-San Remo.

Cavendish will be bidding for a second San Remo victory at the end of March, with defending champion Kristoff expected to be one of his biggest rivals.

"I'm happy to beat Kristoff, he's one of the best riders in the world right now," said Cavendish. "He's had super form, and I'm happy to win the first showing against him this year."

The Norwegian played down the significance of defeat to his British rival, pointing out that he had ridden Het Nieuwsblad the previous day. "My legs were tired all day," said Kristoff. "Mark didn't race yesterday, so maybe he was fresher."

Although the race finished in a bunch sprint, Cavendish and Kristoff featured in a dangerous 20-man move that went clear as they climbed the Oude

Kwaremont, which offered further proof that both are more than mere sprinters. "I'm not a bad bike rider, to be fair," said Cavendish. "And I'm in by far the strongest team."

His team could be a factor at San Remo, with Cavendish insisting it will not be all about him and Michal Kwiatkowski, the world champion, a potential threat. It's six years since his first and only success in one of the sport's Monuments, yet Cavendish, with six victories in his legs already this year, does seem to be close to his best form.

He has built his early season around the Italian Classic, which this year reverts to its traditional, less hilly finale. "I've been training all winter for it," Cavendish said. "It's the same Milan-San Remo I grew up watching and dreaming of."

The 29-year-old Manxman will follow his now traditional build-up, which will include riding Tirreno-Adriatico. First, though, there is a change to his usual programme with a visit to South Africa this week in the company of team-mate Mark Renshaw to ride the Cape Town Cycle Tour this Sunday, March 8.



### MY VIEW...

#### Hugh Gladstone

*Cycling Weekly* news editor

Mark Cavendish saved his Etixx team's weekend on Sunday and is now starting to race like his old self again. After a frustrating

2014, he's already taken half a dozen wins this year. Now we can look forward to a showdown with Marcel Kittel at Tirreno-Adriatico while another crack at Milan-San Remo looks promising.





Guest column

## Ian Stannard



**“I tried not to think too much about being defending champion. I might have cracked a little bit. I’m not like Cav, used to winning”**

**A**fter a successful weekend’s racing in Belgium, I’m now back home again. I got up this morning, had a kiss and a cuddle from the girlfriend and the dog, and it’s hailing and snowing outside.

I had a beer with the guys on Saturday evening to say thanks, but you have to be mindful you’re racing Kuurne the next day. One Leffe is enough — you’ve got to have a Belgian beer when you win in Belgium, haven’t you? — but really there’s no time for celebrating. You’ve got to keep your head down and keep working.

I had been training in the Peak District last week to adapt to the cooler conditions, being back in Europe. It’s a pretty good training area really; it chucks everything at you that you might expect in Belgium. I did a couple of 170km rides out Holmfirth way and then over the Strines. I tend to train on Long Hill and the Cat and Fiddle quite a bit, doing some more specific efforts.

In training, I felt I was good, but then we did a race recon last Thursday. It was that horrible drizzly rain, just me and Luke [Rowe] riding and we were averaging about 26kph into the wind. I felt pretty awful, to be honest, and the cobbles were just killing me. I was like: ‘Oh my God, what’s happened?’

I tried not to think too much about being defending champion because I thought it might have cracked me a little bit. It’s not like I’m used to winning loads of races like Cav. Bernie [Eisel] could tell I was pretty stressed.

Early on in the race, I was getting a bit eager and he just told me to chill out. Once we got on the cobbles and started going up some of the climbs, you could see guys suffering and starting to go back, and I felt real cruisey still. I knew it was on then.

Strade Bianche this Saturday is a nice race and I went fairly well last year. The finishing climb is probably too tough for me — my fat arse kind of weighs me down — but the rest of it I’m able to race, and I enjoy it.

Winning Het Nieuwsblad was good for the confidence as much as anything else. Being dragged to the line by two Roubaix winners and then one of them leading you out: it doesn’t get much better than that!

Sky’s Classics hardman Ian Stannard is back to winning ways after breaking his back at last year’s Ghent-Wevelgem

# LAST WEEK

## Monday Feb 23

A Chilean cyclist attempting to ride 250,000km on five continents in five years was killed in a collision with a pick-up truck in north-east Thailand. Juan Francisco Guillermo was riding with his wife and young son.

## Tuesday Feb 24

More than 180,000 people signed up for the cycle to work scheme in 2014, an increase of 11.6 per cent from 2013, according to a new survey by the Cycle to Work Alliance.

## Wednesday Feb 25

The UCI said it was 'extremely unhappy' with the promotional poster for this year's E3 Harelbeke. Harking back to Peter Sagan's antics at the 2013 Tour of Flanders, the poster featured a podium girl's posterior and the hand of a cyclist reaching up for a pinch.

## Thursday Feb 26

The women-only sportive series Macmillan Cycletta added a 20km option to five of its events in an attempt to get more women into cycling. Organisers said they hoped the distance would encourage more people to sign up to their first mass-participation event.

## Friday Feb 27

Former BMC rider Alessandro Ballan said he hopes to be back in the peloton in August after the Court of Arbitration for Sport reduced his two-year doping ban to 18 months. Ballan was banned last January after having been incriminated in the Mantova investigation.

## Saturday Feb 28

Racing in her new Matrix Fitness-Vulpine colours, Laura Trott won the elimination, scratch and Derny races at the Revolution Series meeting in London. Eddie Dawkins won the men's sprint event.

## Sunday Mar 1

Lampre-Merida's Niccolo Bonifazio headed an Italian one-three at the Gran Premio Citta di Lugano one-day race in Switzerland. The 21-year-old beat Francesco Gavazzi (South-east) and Ag2r's Matteo Montaguti.

# Nibali's Tour defence in jeopardy

## Doping probe at Astana spells trouble for their leader

**D**efending champion Vincenzo Nibali's participation in the Tour de France was left in doubt last week after the UCI requested that his Astana team's WorldTour licence be withdrawn following the publication of an independent report into the Kazakh team's management and anti-doping practices.

The report, compiled by the Institute of Sports Sciences of the University of Lausanne (ISSUL), was requested by the UCI last December after the team was controversially re-awarded a WorldTour licence, despite two positive tests among the WorldTour squad and a further three in its development team.

### Licence doubts

The UCI has passed this report, along with additional information from the Padova investigation into notorious doping doctor Michele Ferrari, to its independent Licence Commission. The team, managed by Alexandre Vinokourov, could lose its WorldTour licence, or may be banned from racing altogether. There is no set timeline, and Astana will be able to contest any ruling at the Court of Arbitration for Sport.

The team's next race is on March 7 at Strade Bianche. Meanwhile, the UCI is this week expected to announce the findings of the Cycling Independent Reform Commission (CIRC) into historical doping, a report that president Brian Cookson has warned may make sober reading.



Nibali is understood to have a clause in his contract allowing him to leave the team should it fail to retain a WorldTour or second-tier Professional Continental licence. Cycling is not short of rich team owners able to meet the Italian's salary. However, most team rosters are already full, and Nibali may, at this late stage, find it difficult to accommodate his preferred team-mates and coaching staff at a new team. Many of Astana's other riders and team staff may face an even less certain fate, possibly unemployment.

Astana riders Maxim and Valentin Iglinsky both tested positive for EPO in 2014. The information contained in the recent ISSUL report is believed by the UCI to be at odds with that presented to the Licence Commission ahead of its initial decision last winter.

Katusha successfully challenged the UCI's decision to strip the team of its WorldTour licence in 2013. The UCI's current rhetoric suggests it is highly confident that its decision, once made, will stand up to legal challenge.

## MY VIEW...

### Simon Richardson

CW deputy editor

No matter the outcome for Nibali, there will be many hoping that the latest twist in the Astana story will mean the end of Alexandre Vinokourov's involvement with a WorldTour team. The Kazakh's career is so entwined with doping that his very presence is damaging for the sport.



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# Storey's brave bid

## Brit falls short of Hour record 'Holy Grail'

**I**t was a brave, fearless ride that fell short by 563m, but Dame Sarah Storey showed no signs of regret as she completed her attempt on the women's World Hour record.

Unlike in 2012, when Storey won Britain's first gold medal at the Paralympic Games, her appearance at the Lee Valley Velodrome last Saturday ended with her missing her target. The record remains 46.065km, the mark set by Leontien van Moorsel in Mexico City in 2003. Storey aimed to become the first woman to break the record in this new era of attempts, and though her 45.502km is a new British, Masters and C5 paracycling record, it was not her main goal.

### Proud attempt

"I'm just relieved to have finished and done it. I always said I was going to come and do the best I could and that's exactly what's happened," Storey commented after the attempt. "It fell short of Leontien's mark which has been the Holy Grail for the female side of the Hour for so long, but I'm really looking forward to supporting someone to successfully beat that, and I'm proud to have put down a mark that was almost there."

Although Storey, 37, started off strongly, hugging the black line around the bottom of the boards, by 20km, she was down 0.779sec.

The support from the crowd may have got louder, but the 11-time Paralympic gold medallist's speed slowed as the laps ticked over and she raced towards the over 184-lap target. "I went through some quite bad patches during the hour but not everyone does a full hour," she said.

Storey was full of support for others who may make future attempts, one of whom could be her Pearl Izumi-Sports Tours International team-mate Joanna Rowsell, who was at the velodrome supporting.

"I think that's what records are there for, to be challenged. Sometimes they get broken, sometimes they don't, but that's part of sport, challenging them," added Storey.

### MY VIEW...

#### Sophie Hurcom

Cycling Weekly news writer

Dame Sarah Storey was clearly in a huge amount of discomfort and pain after the most testing 60 minutes of her career — she could still not stand properly almost an hour later. While disappointed to have missed the mark, the smile on her face and lap of honour showed there is no shame in going for this record and coming up short.



### Dekker so close

Thomas Dekker also staked a claim on the Hour record last week. The Dutchman narrowly failed to best Rohan Dennis's 52.491km, set last month. He missed out by just a single lap to finish with 52.221km.

Dekker, who is without a team for 2015, made the attempt last Wednesday in the Aguascalientes velodrome in Mexico. The bid was blighted by poor TV coverage and confusion over his timings.





## Gaviria joins Cav's team

They signed Cav and now they've got Gav: Etixx-Quick Step announced that Fernando Gaviria, the Colombian sprinter who beat Mark Cavendish twice at January's Tour de San Luis and recently became omnium world champion, will join the team in 2016. The Belgian squad also signed another 20-year-old Colombian as part of the same deal: Rodrigo Contreras, who placed fifth overall in San Luis.

## Santander for Boris bikes

London's Boris bikes will soon be known as Santander Cycles after the Spanish bank was announced as the new title sponsor of the capital's cycle hire scheme. The deal, which is reportedly worth £51m over seven years, will see the 11,500 bikes and 748 docking stations rebranded from the blue of current sponsor Barclays to the Spanish firm's red.

## New venues for Tour Series

Four new venues will feature in this year's Pearl Izumi Tour Series, it was confirmed last week. Ryde in the Isle of Wight will kick off the popular crit series with a team time trial and circuit race on May 14, before riders head to Redditch (May 19), Aberystwyth (May 22, including a hill climb), Motherwell (May 26), Durham (May 28), Barrow (May 29), Croydon (June 2), Canary Wharf (June 4), Peterborough (June 9) and Bath (June 11).

## Pedal Heaven's UCI bid

UK domestic team Pedal Heaven announced their intention to seek UCI status next season at the launch of the team at the Pedal Heaven bike shop in Fleet last Friday. Speaking at the launch, team manager Tim Elverson explained he was hoping to tempt bike brand Specialized, which previously sponsored the Sigma Sport team, back into sponsoring a British racing team. "We want to be British-based, grassroots, bringing youngsters through," he added.

## Stars for Strade Bianche

Fabian Cancellara and Peter Sagan will be among the Classics contenders in action at Strade Bianche in Italy on Saturday. Famed for its white road sectors and picturesque finish in Siena, the race will be live on British Eurosport from 1.15pm. The broadcaster will also show live coverage of this year's Paris-Nice, which begins with a 6.7km time trial in the Parisian suburb of Maurepas on Sunday.

# To do this week...

## **Ride** Don Smith Memorial Reliability Ride 2015, Renfrewshire, Sunday March 8

An annual ride around Renfrewshire run by the Johnstone Wheelers in memory of a club stalwart. Comprises three distances (26, 45 and 67 miles), supports the Braveheart Fund and Accord Hospice and promises excellent catering back at base. 8:30am. Entry: £10 (£7 for U16s). HQ: Lochbarr Services. PA12 4JB [www.tinyurl.com/ky7op](http://www.tinyurl.com/ky7op)

## **Enter** March Hare Classic, Gravesend, Saturday March 21

An old Eastway classic celebrates its 40th birthday with a return to the calendar at a new home: Gravesend's purpose built Cyclopark in Kent. Most race categories are catered for and the E/1/2/3 race boasts a £1,000 prize list.

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

## **Get** Tickets for an evening of cycling science, Summerhall, Edinburgh, Sunday April 12

Max Glaskin, author of *Cycling Science: How Rider and Machine Work Together*, is joined by Professor Andrea Sella to investigate the science of cycling as part of the Edinburgh Science Festival. 5:30pm. Tickets: £4-£8.

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

## **Bid** Vintage bike auction, Portsmouth, Wednesday March 11

Twenty-two complete bikes and components from the 1930s and 40s onwards including four original condition Hetchins and a Baines Flying Gate are up for grabs in the sale of this personal collection. Bids can be made live online via [www.the-saleroom.com](http://www.the-saleroom.com) or at the Nesbits auction house in Southsea. From 10:30am. [www.nesbits.co.uk](http://www.nesbits.co.uk)



Head to Portsmouth and bid for a bike

## Weekly column **Rob Hayles**



## “I relive every pedal stroke as I watch a new generation of cyclists live their dream”

**A**fter my recent spell in the commentary seats of the Paris velodrome for the Track World Championships, I started thinking of all the action that had unfolded in front of my eyes. Sometimes I have to kick myself a little and realise how lucky I am to be able to spend part of my life with a ringside view of some of the world's greatest sporting moments. Whether it's trackside in the French capital, watching the home riders pleasing the local crowds with their impressive haul of rainbow jerseys, or London 2012 seeing the great Sir Chris Hoy hold off the rest of the best to take his sixth Olympic gold medal.

I can still recall the first time I felt the tingles through my body, as the Tour de France peloton crashed across the cobbles on their entry lap of the Champs-Élysées.

### Tricks of the trade

I'm now four years retired from competitive cycling, but I still relive every pedal stroke as I watch a new generation of cyclists live their dream. But it has to be said that I've never been a big talker. When in a group situation I will happily sit and listen to others, only interjecting with a word or two. So the fact I am able to sit and talk to a TV monitor for hours at a time is by my own standards no mean feat. I do, however, have a few tricks up my sleeve: Red Bull, espresso and Haribo!

As a co-commentator on TV and radio, I am putting myself in the position of a kind of uninvited guest inside the homes of many. And so I have to be careful what I say. I have on occasions made words up. One Tour stage I wasn't sure whether to use grit or gravel to describe the road surface — so naturally the word that came out was grivel!

Many times I'm asked what I now do to replace those feelings of competition, those pre-race nerves I used to thrive on. Well, getting counted down from five to zero before the microphone goes live to the nation can be quite a sobering experience — especially with the knowledge that the future of the English language rests partly at my big, flat feet.

Former double world track champion, Rob Hayles is a pundit for TV and radio. He's also a coffee connoisseur and garden shed inventor

▶ HEINRICH HAUSSLER / CALEB EWAN



# NO SHORTCUTS

Road cycling is one of the most physically demanding sports in the world. Your machine helps you in your fight for the win, but if your main competitor is also on a FOIL, there is no escape. You have to sacrifice, you have to overcome the pain, and only your legs will make the difference to propel you on the top of the podium. To become the Australian Champion.

# Brits Abroad

## Jake Womersley, 19 ILLI-Bikes Cycling Team, Herselt, Belgium

**Where are you?** We're 30km from the Ardennes so it's quite lumpy which is good for training. It's like being back at home in Huddersfield where there are no flat roads. Holland is only 40km away which gives us another option.

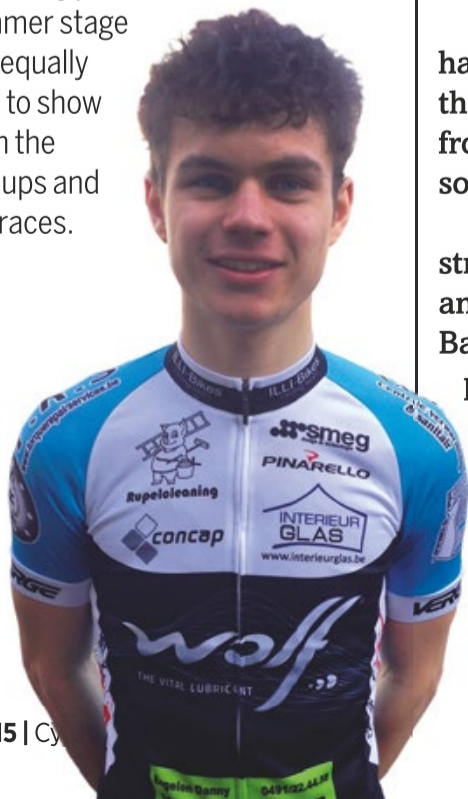
**How's the form?** I had a big training block for Christmas and three weeks in Majorca in January where I got a lot of miles in. I've trained without a coach this year and haven't done as many efforts, rather just long rides. I'm OK with the race distances but I'm struggling with the intense efforts. After a few races I'll be back to good form.

**How's life?** I love the lifestyle over here. Quite often there are more bikes than cars on the roads and I'm always seeing people I know from back home. It's nice to have a ride and chat with them for a bit.

**Anything you miss?** I don't miss TV because I've got Netflix! I'm averaging five episodes a day of Prison Break.

**What have you learnt?** I'm making a real effort to learn the language more this year as it's embarrassing when you can't hold a conversation.

**What's next?** I've been training all winter to come here in top shape so I want good results. It'll be good to pick up wins in kermesses so that I have a greater chance of being picked in the summer stage races. It's equally important to show strength in the Belgium Cups and inter-club races.



# British road season gets under way

## Eddie Soens and Jock Wadley Memorial races to kick off racing calendar

Richard Abraham

**T**he British racing calendar will kick off good and proper this weekend with the Eddie Soens and Jock Wadley Memorial races, the traditional curtain-raising double-header.

Raleigh-GAC will headline the handicap Soens at Aintree Racecourse this Saturday after recently returning from a two-week training camp in the south of Spain (pictured).

Also on the start-sheet are strong line-ups from One Pro Cycling and JLT-Condor, while Hannah Barnes (UnitedHealthcare) has also put her name down for the early-season hit-out.

"We like to have a play down at the Eddie Soens, it's a good opener, it's a classic," said Raleigh manager Cherie Pridham. "Personally I think the teams are nice and evenly spread across the board this season, and I

think it's great for British cycling, plus we've got Team Wiggins and One Pro coming in too."

Looking to get the better of Raleigh's defending champion, Ian Wilkinson, at the Soens will be Graham Briggs, second last year, who is also set to make the journey down to Colchester for the 85-mile Wadley on Sunday morning.

The JLT-Condor rider, who last week was training at altitude in Tenerife, could have his work cut out against One Pro and NFTO, who have entered their Tour Down Under stage winner Steele Von Hoff. "When it kicks off here it kicks off, all guns blazing until the Tour of Britain," Briggs said. "It's been a big shake-up in the UK scene so it will be interesting to see how everyone is going at the weekend. I think One will have a good year and the NFTO guys have got a real strong team with Steele Von Hoff. In JLT I think we'll see some guys progressing, but I think Tom Moses will have a good year again."

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GERMAIN BURTON AND CHRIS LATHAM  
at the Tour of Britain 2014.  
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# Bottrill off to a flyer

## TT champ feeling the pressure in 2015

Nick Bull

**R**eigning national 10, 25 and 50-mile champion Matt Bottrill admitted to being nervous upon his racing return on Sunday.

Bottrill ([www.drag2zero.com](http://www.drag2zero.com)) set a new course record en route to winning the Kettering CC 20 last weekend; he posted a 41.52 on the undulating NC1A course in Brigstock, Northamptonshire to beat his nearest rival by over a minute-and-a-half.

Yet despite this apparently good early-season form, and his dominant 2014 season, the 37-year-old told *CW* he felt apprehensive before setting off.

"I know that everybody is after me this year, and I've never had that before," he said. "So when the first person beats

me, I'll never hear the end of it.

"But I guess while those nerves are still there, it means I want to keep putting myself on that line.

"The first race is so hard, too — it doesn't matter how well you've trained, as soon as you start, you think you've got the best form you've ever had," he added. "But you quickly realise you haven't, and for the first 10 miles, I just wanted it to end!"

As well as holding down his postman's job, and being a parent to three children, Bottrill has still found time to set up his own coaching business during the off-season.

He described his tough workload: "I feel it's the next transition for me, and it's already taking up hours and hours — I'm up at 4.30am and work until 9.30 or 10pm."

■ For results, see pages 68-69.



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# Bravehearts revealed

Kenny Pryde

This year's recipients of support from the Braveheart Fund have been revealed. Twelve riders and five development teams will benefit to the tune of around £30,000. Although the Scottish initiative was set up a decade ago to fund ambitious riders, the Fund has taken to supporting teams developing young riders too.

Individuals backed for 2015 include British criterium champion and Wiggle Honda pro Eileen Roe, while British Under-23 cyclo-cross and mountain bike champion Grant Ferguson is another high-profile supported rider. Twenty-year-old road talent Craig Wallace, currently racing in the Basque Country, is backed again this year. The others are Louise Borthwick, Charline Joiner, Mark Stewart, Jonathan Biggin, Kayleigh Brogan, Isla Short, Iain Paton, Jonathan Mitchell and Kerry MacPhee.

"We're making a small difference to a few of Scotland's talented riders, but it will hopefully help them realise we believe in them. It's a big ladder to climb and we're pleased to be able to help them up the first steps," said Fund co-founder Brian Smith.

The supported teams are Glasgow trio WoSCA, Riderz and Glasgow CT, plus Edinburgh RT and Fife's Spokes RT.

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# THE BIG QUESTION

We asked you...

## What improvements would you make to Britain's roads to make them safer for cyclists?

We have to change the mindset that says the car/lorry/bus is king. At the moment we send pedestrians on long walks so the cars don't have to stop. People walking in the rain and snow make way for people sitting in warm, dry cars. If changes were to happen, drivers would be less impatient, maybe less aggressive and take other road users into account.

*Graham Reeve*

Wipe from the face of the earth shared pavements and cycle paths/routes that are not fit for cycling on at a reasonable pace. Get rid of width restrictions and chicanes. Teach cyclists to ride in primary position and stay off the pavement. Enforce these rules. Follow Dutch town planning practices, and put cycling and road craft on the school 'citizenship' curriculum.

*Tom Jones*

Give cyclists and pedestrians right of way over cars at junctions. That's how it works in Germany. For example, when turning from a main road into a side street, cars have to stop and allow cyclists and pedestrians to cross before continuing. Yes, even if this holds up all of the traffic! In my experience, awareness of, and respect for, the rights of other road users is generally much higher in Germany.

*Claire Annis*



Can bikes and vans co-exist in harmony?

Everyone in the country can go and buy a bike with half of it paid for by the government. Fewer cars on the road means it will be safer for cyclists. The country would get fitter, with more people riding their bikes just to go to the shops, instead of driving. Fewer fat people equals less burden on the NHS and we'd have a much happier country.

*Billy Schofield*

Riding the roads of County Durham and environs is currently like undertaking the Arenberg Trench. The road surface is loose, broken and covered in potholes. Constantly having to swerve around major hazards in the road makes it difficult or impossible to maintain a safe position. Safe roads means properly maintained roads.

*Len Marlow*

Un-invent the motor vehicle.

*Steve Mansfield*

Automatic re-testing must be introduced for an ever-ageing population. A proportion of elderly drivers have health issues that affect their ability to drive safely. They are perhaps not aware of their problem. I would say the driving ability of elderly drivers is worse than that of the youngsters who are generally perceived to be the problem.

*David Mason*

More rigorous enforcement of current road laws. How many times do you see cars with only one headlight or taillight working, speeding, badly parked, not indicating, jumping lights, blocking junctions, etc? Also cyclists on pavements or riding the wrong way up one-way streets. Get the idiots off the road; make it safer for everybody else.

*Neil Jackman*

NEXT WEEK'S BIG QUESTION...  
**Why did you start cycling?**

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

# Letters

Letter of the week  
wins a Lazer O2  
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## Bad choice Brad

STAR  
LETTER

I can never understand why Bradley Wiggins keeps insisting on Paris-Roubaix as a target for the season. It is an event that entertains the public and the parcours speak volumes in this respect. But to keep insisting this as a personal target is a way to condemn yourself to failure, as the formbook can be turned on its head on any stretch of pavé.

As a professional, he must have one eye on Liège-Bastogne-Liège, where the strongest man always wins on the day. It has everything, including probably the hardest finish up the gruelling Côte de Saint Nicolas to the town of Ans. With his sights set on the Hour record this summer why would he risk injury on the pavé? Come April and Bradley wins Paris-Roubaix I will not be the last to hail him as a hero, but it is a long-shot!

*Paul Elliott, email*

## Craig's fund

I wanted to contact you to say thank you for mentioning Craig (CW, February 19). His tragic death has come as a complete shock to us and we are struggling to come to terms with it.

A number of close friends have set up a fund in his name and we would like to say a massive thank you for the overwhelming support from local riders and friends in helping to raise an amazing amount in just one day. I am sure and hope this will keep

on rising for the sake of Craig's family. It highlights brilliantly how close-knit the cycling community in Yorkshire truly is.

*Jim Bainbridge, email*

## Keep on trying

In reply to Dot Hughes (CW, February 19) I applied before and was unlucky and it can get disappointing, but don't give up. RideLondon is a once in a lifetime ride. I don't think age has anything to do with it; I will be 69 when I ride this year, so make sure you put in for it next year.

*Tony Langley, Suffolk*

## Afternoon TT

After nearly 60 years of trying to convince people, your fitness section (CW, February 19) has confirmed that I can ride faster in the evening than the morning. I've never got within two minutes of my best evening 25-mile time (a 'short 56') in early morning races.

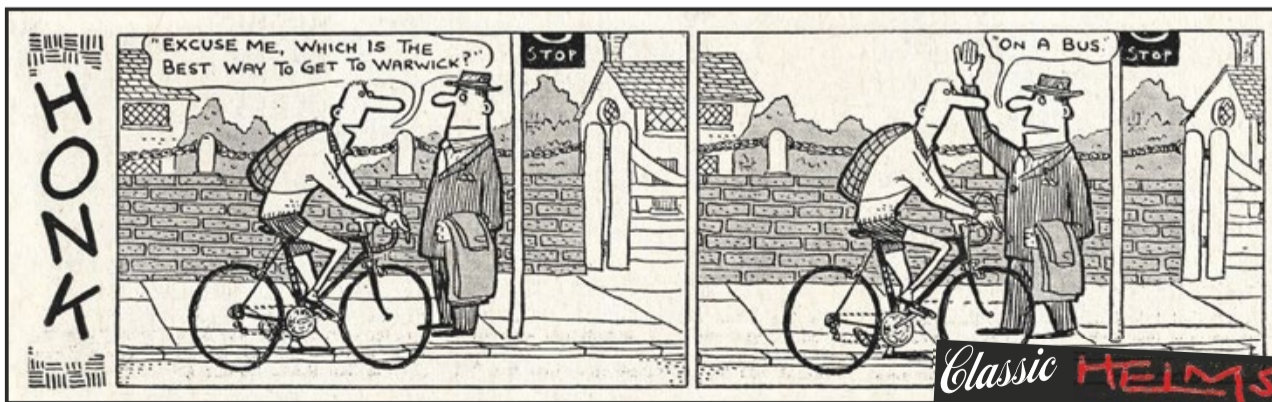
As the 'open' TTs, which qualified for best-all rounder competitions, were all at dawn, I never reached the level in the sport I believed was capable. Even going out for an hour at 6am, three mornings a week on a low fixed-wheel one season, to try to stimulate my system, didn't work. It was only on returning to the sport as a veteran that I finally beat two hours for the 50-mile distance, in one of the newly-introduced Saturday afternoon events.

*Michael Breckon, email*

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until November 2009, making Helms the longest continually published contributor not only of this magazine but any publication in the UK and probably the world.

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# 2015 pro team guide

The *Cycling Weekly* guide to the WorldTour teams and Pro Continental front runners that make up the professional peloton this season

Words: Richard Abraham Photos: Geoff Waugh, Luc Classen, Cor Vos, Graham Watson, Andy Jones, Yuzuru Sunada



FDJ: France's pride and glory



## FDJ

2015 is an exciting prospect for the likeable Frenchmen on FDJ. Arnaud Démare is fast developing into a Classics contender, while Thibaut Pinot, third last year, is France's best hope in a Tour de France big on climbing.



**Rank:** WorldTour **Team boss:** Marc Madiot **Bikes:** Lapierre **Components:** Shimano **Sponsors:** FDJ is the French national lottery **2014 wins:** 28 **2014 WorldTour ranking:** 16 **Star riders:** Arnaud Démare (sprinter), Jérémy Roy (domestique), Thibaut Pinot (climber), Arthur Vichot (all-rounder).



## Ag2r La Mondiale

From perennial underdogs to a team capable of second in the Tour, 2014 was a transformative year for Ag2r La Mondiale. Now the challenge comes in replicating the success of Jean-Christophe Péraud and Romain Bardet. The team has brought in two Belgian domestiques — Jan Bakelants and Johan Vansummeren — and will hope to harness the mercurial talent of Colombian climber Carlos Betancur.

**Rank:** WorldTour **Team boss:** Vincent Lavenu **Bikes:** Focus **Components:** SRAM **Sponsors:** Ag2r La Mondiale is a French insurance firm **2014 wins:** 17 **2014 WorldTour ranking:** 7 **Star riders:** Jean-Christophe Péraud (stage racer), Romain Bardet (climber), Carlos Betancur (climber), Christophe Riblon (climber).



## BMC

BMC have gone from big budget galacticos to a well-drilled team under the stewardship of Allan Peiper, who took over the reigns ahead of last season. In Philippe Gilbert and Greg Van Avermaet they are able to mount a serious Classics campaign, and Tejay van Garderen will again lead their Tour squad. Look out for the returning Taylor Phinney, who broke his leg in a horror crash last summer, and Rohan Dennis, the current Hour record holder.

**Rank:** WorldTour **Team boss:** Jim Ochowicz **Bikes:** BMC **Components:** Shimano **Sponsors:** BMC is a Swiss bike brand **2014 wins:** 28 **2014 WorldTour ranking:** 2 **Star riders:** Rohan Dennis (time trial), Philippe Gilbert (Classics), Taylor Phinney (time trial), Greg Van Avermaet (Classics), Tejay van Garderen (stage racer).



Spartacus: ready to do battle again



## Trek Factory Racing

Fan favourite Jens Voigt may have hung up his wheels but new signing Bauke Mollema and last year's Giro d'Italia King of the Mountains Julian Arredondo should spice things up in the Grand Tours. Fabian Cancellara will be looking for his fourth title at the Tour of Flanders and Paris-Roubaix.

**Rank:** WorldTour **Team boss:** Luca Guercilena **Bikes:** Trek **Components:** Shimano **Sponsors:** Trek is an American bike brand **2014 wins:** 19 **2014 WorldTour ranking:** 13 **Star riders:** Julian Arredondo (climber), Fabian Cancellara (Classics), Bauke Mollema (stage racer).



Wiggins is signing off with Paris-Roubaix



## Team Sky

April 12 will mark a significant day for Team Sky. Sir Bradley Wiggins will wash the grime and sweat from his face in the Roubaix velodrome and call time on his Sky road career. At the same time the team will close a door on its first five years and look ahead to the next five.

However, life without the team's original talisman and figurehead looks bright. Chris Froome, already with a win under his belt in 2015 at



the Tour of Andalusia, will become the team's undisputed Tour leader, while Geraint Thomas, Ian Stannard, Peter Kennaugh and Ben Swift can develop into undeniable contenders across the Classics. Arguably, Luke Rowe can't be far off either. It's all part of Sir Dave Brailsford's '2020 vision' to make Sky better across the board. Far-fetched? Over-ambitious? Perhaps. But we wouldn't expect anything else.

**Rank:** WorldTour. **Team boss:** Sir Dave Brailsford. **Bikes:** Pinarello. **Components:**

Shimano. **Sponsors:** Sky is a telecommunications company. **2014 wins:** 25. **2014 WorldTour ranking:** 9. **Riders:** Ian Boswell, Philip Deignan, Nathan Earle, Bernhard Eisel, Andy Fenn, Chris Froome, Sebastián Henao, Sergio Henao, Peter Kennaugh, Vasil Kiryienka, Christian Knees, Leopold König, David Lopez, Mikel Nieve, Lars Petter Nordhaug, Danny Pate, Richie Porte, Wout Poels, Salvatore Puccio, Nicolas Roche, Luke Rowe, Kanstantsin Siutsou, Ian Stannard, Chris Sutton, Ben Swift, Geraint Thomas, Elia Viviani, Bradley Wiggins, Xavier Zandio.



## Etixx-Quick Step

Within the space of a few years, Quick Step has turned into a team that just can't seem to stop winning.

Eighteen different riders won races for the team in 2014 (60 per cent of the squad). Of those that didn't win, only six didn't manage to place on the podium. Three of them are riding for different teams in 2015.

Another Classics tear-up is clearly on the cards — the team again dominated the Tour of Qatar and in Boonen, Stybar, Terpstra, Kwiatkowski, Vandenberg and Van Keirsbulck (Belgium's latest 'next Tom Boonen')

the squad has a near full team of potential winners. Equally Rigoberto Uran is a wise bet to go one better than his second place in last year's Giro d'Italia.

Naturally the main interest from this side of the Channel will be whether Mark Cavendish can bounce back from a crash-ruined 2014. With new recruit Fabio Sabatini slotting neatly into his lead-out train, Cav's early-season performances at Dubai and Argentina have certainly been promising. Yet with his current contract coming to an end in less than 12 months, 2015 could end up being a crucial year for the Manxman.

**Rank:** WorldTour **Team boss:** Patrick Lefevere **Bikes:** Specialized **Components:** Shimano/FSA **Sponsors:** Etixx is a sports nutrition brand; Quick Step makes flooring. **2014 wins:** 61 **2014 WorldTour ranking:** 4 **Riders:** Julien Alaphilippe, Tom Boonen, Maxime Bouet, Gianluca Brambilla, Mark Cavendish, David de la Cruz, Michal Golas, Ijo Keisse, Michal Kwiatkowski, Yves Lampaert, Nikolas Maes, Tony Martin, Gianni Meersman, Mark Renshaw, Fabio Sabatini, Pieter Serry, Zdenek Stybar, Niki Terpstra, Matteo Trentin, Rigoberto Uran, Petr Vakoc, Guillaume Van Keirsbulck, Stijn Vandenberg, Martin Velits, Julien Vermote, Carlos Verona, Lukasz Wisniowski.



Etixx-Quick Step: bursting with strength in depth



Sam Bennett wins the final stage of the 2015 Tour of Qatar



## Bora-Argon 18

Earning a Tour de France wildcard invitation for the second year in a row, the team formerly known as NetApp-Endura found wins to be thin on the ground last season. If they're to improve in 2015, young Irish sprinter Sam Bennett and his punchy British team-mate Scott Thwaites will be the ones to do it.

**Rank:** Professional Continental **Team boss:** Ralf Denk **Bikes:** Argon 18 **Components:** Shimano/FSA **Sponsors:** Bora is a German oven manufacturer; Argon 18 is a Canadian bike brand. **2014 wins:** 5 **2014 WorldTour ranking:** n/a **Star riders:** Sam Bennett (sprinter), Zak Dempster (Classics), Scott Thwaites (sprinter).



## Lampre-Merida

The old-school Italians have fallen on hard times in recent years. Nevertheless, former world champion Rui Costa is a rider who could still spring big surprises.

**Rank:** WorldTour **Team boss:** Giuseppe Saronni, Brent Copeland **Bikes:** Merida **Components:** Shimano **Sponsors:** Lampre is an Italian sheet metal manufacturer; Merida is a Taiwanese bike brand **2014 wins:** 26 **2014 WorldTour ranking:** 14 **Star riders:** Rui Costa (all-rounder), Sacha Modolo (sprinter), Filippo Pozzato (Classics).



## IAM Cycling

IAM hit the headlines recently thanks to Matthias Brändle, who for several months held the UCI Hour record. Brändle will be one to watch in 2015, along with Heinrich Haussler and Matteo Pelucchi. The big question for IAM, though, is how Sylvain Chavanel will perform in the Spring Classics.

**Rank:** WorldTour **Team boss:** Serge Beucherie **Bikes:** Scott **Components:** Shimano **Sponsors:** IAM is a Swiss investment bank. **2014 wins:** 16 **2014 WorldTour ranking:** n/a **Star riders:** Matthias Brändle (all-rounder), Sylvain Chavanel (Classics), Heinrich Haussler (sprinter), Matteo Pelucchi (sprinter).



## Lotto-Soudal

Lotto can rely on their pet Gorilla, André Greipel, to chalk up plenty of wins again this season. But with Greipel perennially behind Cavendish and Kittel, the team's best chance for blue riband success might be Tour de France stage winner and yellow jersey wearer Tony Gallopin, an all-rounder full of panache.

**Rank:** WorldTour **Team boss:** Marc Sergeant **Bikes:** Ridley **Components:** Campagnolo **Sponsors:** Lotto is the Belgian national lottery; Soudal makes industrial sealant. **2014 wins:** 30 **2014 WorldTour ranking:** 15 **Star riders:** Tony Gallopin (all-rounder), André Greipel (sprinter), Adam Hansen (domestique), Jurgen Van den Broeck (stage racer).



## Europcar

Jean-René Bernaudeau's team is fighting for survival this season after Europcar announced they would pull out at the end of 2015.

**Rank:** Professional Continental **Team boss:** Jean-René Bernaudeau **Bikes:** Colnago **Components:** Campagnolo **Sponsors:** Europcar is a car hire firm **2014 wins:** 12 **2014 WorldTour ranking:** 18 **Star riders:** Pierre Rolland (stage racer), Thomas Voeckler (all-rounder), Cyril Gautier (climber).



## Movistar

One of the oldest running teams in the sport, Movistar is true to its Spanish roots and is jam-packed full of climbers. Old-timer Alejandro Valverde can win from January to October in stage races and hilly Classics, but it's all about Nairo Quintana this season, as he returns to the Tour de France in search of the scalps of Chris Froome and Alberto Contador. Could Alex Dowsett be there to help him?

**Rank:** WorldTour **Team boss:** Eusebio Unzué **Bikes:** Canyon **Components:** Campagnolo **Sponsors:** Movistar is a telecommunications company **2014 wins:** 32 **2014 WorldTour ranking:** 1 **Star riders:** Alex Dowsett (time trial), Nairo Quintana (stage racer), Alejandro Valverde (climber).



## Cofidis

Signing Nacer Bouhanni and his entourage from FDJ means Cofidis have put almost all of their eggs in the sprinting basket this season.

**Rank:** Professional Continental **Team boss:** Yvon Sanquer **Bikes:** Orbea **Components:** Shimano **Sponsors:** Cofidis is a French loan provider **2014 wins:** 8 **2014 WorldTour ranking:** n/a **Star riders:** Nacer Bouhanni (sprinter), Dani Navarro (climber).



Tinkoff-Saxo: thinking big and aiming high



## Tinkoff-Saxo

**Bold** would be one word to sum up Tinkoff-Saxo in 2015: the team has set itself the bold goal of Alberto Contador to win the Giro and the Tour this season, a bold aim to support both him and Peter Sagan in the latter, and a bold man behind it all, Oleg Tinkov. With the likes of Rafal Majka and Michael Rogers (and new DS Sean Yates), the team certainly has plenty



of talent to back up its ambition. However, only time will tell whether the Russian billionaire has bitten off more than he can chew.

**Rank:** WorldTour **Team boss:** Oleg Tinkov **Bikes:** Specialized **Components:** Shimano/FSA **Sponsors:** Tinkoff is a Russian loan provider; Saxo is a Danish investment bank. **2014 wins:** 26 **2014 WorldTour ranking:** 3 **Star riders:** Ivan Basso (climber), Alberto Contador (stage racer), Rafal Majka (climber), Peter Sagan (Classics/sprinter).



## MTN-Qhubeka

MTN-Qhubeka will become the first African-registered team to race the Tour de France when they line up in Utrecht this July, but with new signings Edvald Boasson Hagen and Tyler Farrar, they shouldn't be there just to make up the numbers.

**Rank:** Professional Continental **Team boss:** Brian Smith **Bikes:** Cervélo **Components:** Shimano **Sponsors:** MTN is a telecommunications firm; Qhubeka is a charity providing bikes to Africa **2014 wins:** 7 **2014 WorldTour ranking:** n/a **Star riders:** Edvald Boasson Hagen (Classics), Steve Cummings (all-rounder), Tyler Farrar (sprinter), Matt Goss (sprinter).



## Katusha

Alexander Kristoff has had a breakthrough 12 months, with Milan-San Remo and Tour de France stages added to his palmarès and the Spring Classics now in his sights. Meanwhile the punchy pocket rocket Joaquim Rodríguez will target the Ardennes Classics and Tour.

**Rank:** WorldTour **Team boss:** Viatcheslav Ekimov **Bikes:** Canyon **Components:** Shimano **Sponsors:** Katusha is sponsored by the state of Russia **2014 wins:** 25 **2014 WorldTour ranking:** 6 **Star riders:** Alexander Kristoff (sprinter), Luca Paolini (Classics) Joaquim Rodríguez (climber).



Orica-GreenEdge: youthful team eager for a big win



## Orica-GreenEdge

The Aussie team's best chance of success will come from one-day specialist Simon Gerrans and punchy sprinter Michael Matthews.

**Rank:** WorldTour **Team boss:** Shayne Bannan **Bikes:** Scott **Components:** Shimano **Sponsors:** Orica is a mining multinational; GreenEdge is a brand for team owner Gerry Ryan **2014 wins:** 33 **2014 WorldTour ranking:** 5 **Star riders:** Simon Gerrans (all-rounder), Michael Matthews (sprinter) Simon Yates (climber), Adam Yates (climber).





**Marcel Kittel: a giant among fastmen**



## Giant-Alpecin

At full-tilt, Marcel Kittel is an awesome sight; the 13 stone, broad-shouldered German's speed and strength is unparalleled in the pro peloton and his dominance of bunch sprinting should continue in 2015. However, success across the board could turn Giant's season from good to great; first in Ghent-Wevelgem and second in Paris-Roubaix in 2014 proved that John Degenkolb is the Classics real deal while Tom Dumoulin, just 24, could challenge Tony Martin's time trial dominance. Keep an eye out too for young French climber Warren Barguil, a rider on the cusp of greatness.

**Rank:** WorldTour **Team boss:** Iwan Spekenbrink **Bikes:** Giant **Components:** Shimano **Sponsors:** Giant is a bicycle brand; Alpecin make caffeinated shampoo. **2014 wins:** 41 **2014 WorldTour ranking:** 8 **Star riders:** Warren Barguil (climber), John Degenkolb (Classics), Tom Dumoulin (time trial), Marcel Kittel (sprinter).



## Astana

At the time of going to press, Astana's WorldTour licence looked to be under threat following an audit into the team's management and anti-doping practices. Whether the team is demoted to Pro-Continental level or loses its licence altogether, it seems almost certain that Tour champ Vincenzo Nibali could exercise his get out clause and make his way elsewhere for the remainder of 2015. However where the Italian goes, and what the future holds for the remainder of the Kazakh squad's riders and staff, remains unclear.

**Rank:** WorldTour **Team boss:** Alexandre Vinokourov **Bikes:** Specialized **Components:** Campagnolo **Sponsors:** Astana are sponsored by the state of Kazakhstan **2014 wins:** 21 **2014 WorldTour ranking:** 10 **Star riders:** Fabio Aru (climber), Lars Boom (Classics), Vincenzo Nibali (stage racer), Luis León Sánchez (climber).



**Nibali: Italian national and Tour de France champ**



LottoNL-Jumbo: gunning for the Classics



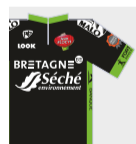
## LottoNL-Jumbo

From Rabobank to Blanco to Belkin to LottoNL-

Jumbo, the loss of Bauke Mollema and Lars Boom

will put pressure on Classics hitter Sep Vanmarcke.

**Rank:** WorldTour **Team boss:** Richard Plugge **Bikes:** Bianchi **Components:** Shimano **Sponsors:** LottoNL is the Dutch national lottery; Jumbo is a Dutch supermarket chain **2014 wins:** 23 **2014 WorldTour ranking:** 12 **Star riders:** Robert Gesink (stage racer), Wilco Kelderman (stage racer), Laurens Ten Dam (climber), Sep Vanmarcke (Classics).



## Bretagne-Séché Environnement

Another team for whom it's all about the Tour, where a stage win would make their season.

**Rank:** Professional Continental **Team boss:** Emmanuel Hubert **Bikes:** Look **Components:** Shimano **Sponsors:** Bretagne is a region of France; Séché-Environnement is a refuse and waste firm **2014 wins:** 3 **2014 WorldTour ranking:** n/a **Star riders:** Pierrick Fédrigo (all-rounder), Brice Feillu (climber), Dan McLay (neo-pro/sprinter).



## Cannondale-Garmin

The quirky team in Argyle (who merged with Cannondale over the winter) are always exciting to watch, whether it's Dan Martin in the Classics or Andrew Talansky and Ryder Hesjedal in the Grand Tours.

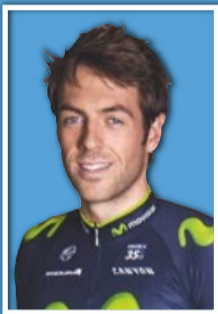
**Rank:** WorldTour **Team boss:** Jonathan Vaughters **Bikes:** Cannondale **Components:** Shimano **Sponsors:** Cannondale is a US bike brand; Garmin makes GPS units **2014 wins:** 23 **2014 WorldTour ranking:** 11 **Star riders:** Ryder Hesjedal (stage racer), Dan Martin (climber), Andrew Talansky (stage racer).



Chris Boardman



Rebecca Romero



Alex Dowsett

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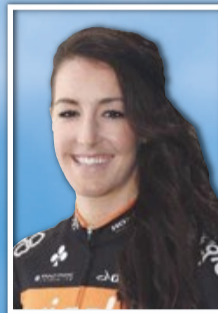
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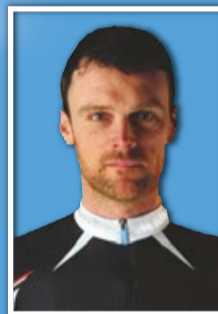
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## Do race bikes really need a UCI sticker?

If you have bought a new road bike recently, you might have noticed that it features a little UCI sticker. But why? What does it mean?

**S**ince 2011 the Union Cycliste Internationale has operated an approval process for new frames, forks and wheels. It marks qualifying products with an official UCI-approved sticker. In essence, it's to let everyone know quickly and clearly which bikes have been passed as fit for UCI-sanctioned events.

Andrew Lorenzi, the manager of B'Twin's frame design team and former Look production manager, explained the process to *CW*: "All our racing frames designed since 2011 that could be used in competitions, including those used by our U19 B'Twin racing team, have UCI approval and feature those stickers.

"We design the frames to the UCI rules. Then we send them a 2D and 3D drawing, and if necessary a frame. If there are any problems or clarifications, we exchange information; our technical contact at the UCI has been very helpful. Then we get approval, or not."

Bikes designed with a traditional tube

construction go through a simplified approval process that costs 800 Swiss francs (£570); those made using a mould need a full approval process, costing 5,000 Swiss francs (£3,500).

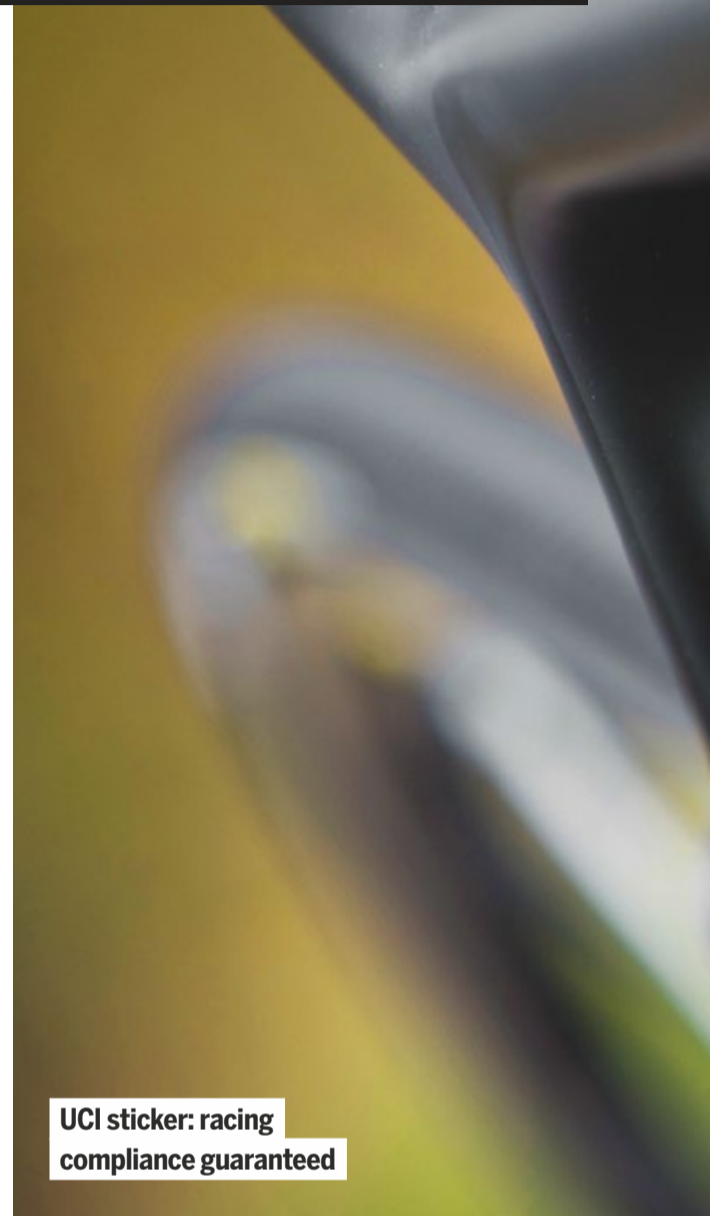
The UCI's initial reasons for creating the rules was to make sure that bike firms produced frames that were safe to use in a competition environment and not excessively aero.

### Imposing limitations

"As a bike designer," Lorenzi continued, "you're very limited in the dimensions of the tubes you can use, and we have a set of rules regarding geometry — the distances between tubes have limits.

"That is probably one of the reasons why all competition bikes look alike nowadays. Another reason is that to reach very low weights with carbon, you have to use relatively round shapes [for adequate strength].

"There are exceptions for time trial and track bikes, but it prevents us from



UCI sticker: racing compliance guaranteed

doing what we want with road bikes. For example, the current rules wouldn't allow the Giant that ONCE used 15 or 20 years ago with very sloping top tubes."

There are safety elements to the UCI-approval process; it's not just for regulating design in competition. For example, wheel tests and — in theory — the 6.8kg weight limits are applied to make sure equipment doesn't fail catastrophically.

"The UCI does crash tests on all wheels, and those have to have a

Yes

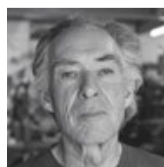


### Andrew Lorenzi

B'Twin design manager

"It's not really up for debate. If you want to race and the event is sanctioned by the UCI, in principle you need a bike that has been approved by UCI. That applies even at amateur level. So if you and I go and do the Etape du Tour, for example, theoretically we need a UCI-approved bike, otherwise we may be stopped from taking the start."

No



### Mike Burrows

Designer of the Lotus bike and the compact frame

"There needs to be rules, but you need sensible, rational rules that encourage development. The bike as an image is 100 years old and people think it's boring. We need bicycles that look like Ferraris. It's the UCI's job to encourage more cycling and to me that means making the bicycle look more exciting."



minimum number of spokes — so you can't use Spinergy racing wheels nowadays. You can't have any disc brakes on the road for the moment, either," Lorenzi continued.

Of course, not all bike manufacturers need or want UCI approval. But if a rider wants to take part in a UCI-sanctioned event — including UCI-sanctioned sportives such as the Etape du Tour — they need to be riding a UCI-approved bicycle, officially at least.

"The Tour de France is the place to be for top-end bike manufacturers. They have to be there; they have no choice, so they have to abide by these rules," Lorenzi said.

"But for the industry, for us, these rules are a restraint and we don't really approve of them. We could go a lot further with carbon, for example.

"It would be really nice to optimise things and do things differently, but these rules prevent us from doing it. The UCI

doesn't regulate mountain bikes and you can see much more creativity in terms of shape there.

"However, the UCI's role could be very important for disc brakes on road bikes. That is where it can play a crucial role in order to standardise specifications. In that situation, it could be a big help."

## OUR TAKE

**While it's understandable that the UCI feels the need to regulate bike construction, the overwhelming feeling from people involved in the bike industry is that these rules are stifling. At a time when cycling should be shown as the exciting future of personal travel, it's a shame that the people who are in a position to promote innovation most are the ones limiting it.**

# HOT STUFF

## Tannus Aither 1.1 tyres

Tannus intrigued the nation by reviving the solid tyre last year, with weight and rolling resistance penalties at the forefront of everyone's minds.

Tannus launched the Aither 1.1 last week, which it says remains robust and hard-wearing but reduces rolling resistance and weight. **Contact:** [tannus.co.uk](http://tannus.co.uk)  
**Price:** £119.80 (pair)  
**Report:** May 28



## Fizik R5b Uomo men's shoe

Fizik's updated shoe range has seen a total overhaul. Its entry-level road-going shoe, at £129.99, offers, we think, an aesthetically pleasing option in an otherwise clunky shoe price point. We look forward to testing these to see if Fizik has saved cost elsewhere.

**Contact:** [www.extrauk.co.uk](http://www.extrauk.co.uk)  
**Price:** £129.99  
**Report:** May 7



## Canyon Aerocockpit CF integrated handlebar

We've eagerly waited the release of Canyon's aero handlebar, which sat prettily upon Movistar's Canyon Aeroad during the 2014 season. At 367g for a 42cm (CC) handlebar with an integrated 10cm stem, Canyon has done well to keep weight down while hoping to deliver an aero advantage.

**Contact:** [www.canyon.com](http://www.canyon.com)  
**Price:** N/A  
**Report:** April 23



## Endura Pro Roubaix jacket £69.99

Endura's Pro Roubaix jacket is essentially a long-sleeve jersey. We found that when worn over enough layers, it provided enough insulation to cope with temperatures from 0°C through to 12°C. On warmer days the jacket can be worn directly against the skin, thanks to the soft and comfortable Roubaix material. Although not waterproof, the pockets are very generous and will offer ample storage space for a rain cape. The inclusion of a separate zipped pocket for valuables is useful, too. The fit is described as 'athletic' and we can confirm this. Our 6ft, 69kg tester was very impressed, experiencing minimal bunching on the arms and chest. Overall quality is high and at £69.99 it represents good value. Breathability is decent, but not on the same level as higher-end fabrics. **322g (size M)**

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

8



## Mavic HC Gilet £80

Changeable weather? Or perhaps you are going to be riding up a long climb and want a warm layer to put on for the descent? As a lightweight wind-stopper and insulating layer, the Mavic HC vest strikes a good balance between packability, weight and warmth in a stylish package. The curved 'ergo' zip and luminescent details break up the design and are nice aesthetic touches. Regarding fit, our slim 6ft tester normally wears a medium, but a size small fitted perfectly. The pockets are functional too, and the front zipped pocket is especially useful. The vest does offer some water resistance, although you will still need a dedicated cape if the heavens open. **210g**

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

7



## DeFeet Oversocks £13.99

DeFeet's Slipstream oversocks are a toughened-up twist on the classic theme, and they're almost perfect for spring riding. A four-inch ankle, most of which is soft cotton, sits high enough to easily cover the bottom of your tights or leg warmers on chillier spring mornings. The main body of the oversock consists of thicker, and slightly more protective cotton, which has enough give to be easy to pull on over your shoe, and enough stretch to keep them aero. You'll have to take a pair of scissors to the underneath of the oversocks before you get them on because they don't come with an opening for the cleat. Once cut to suit, the Slipstream shoe covers performed admirably well through high single-digit temperatures and above, protecting shoes from road muck and grime without any complaints. **66g**

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

8



### Hoy Vulpine Trackside cap £11.99

A perennial staple of the Spring Classics rider wardrobe is the cloth cap. Cloth caps can offer great versatility, being able to keep the sun off your head and sweat from your eyes on warmer days while helping to keep rain and spray from your face during spring showers. Born out of the collaboration between the world's most successful Olympic track cyclist, Sir Chris Hoy, and British clothing brand Vulpine, this cap is well made and features classic styling. The stripes down the centre are a subtle nod to Hoy's pedigree, representing the track lines on a velodrome. The fit is excellent, and with three sizes you should have no problem finding the right one for you. **31g**

[www.vulpine.cc](http://www.vulpine.cc)

**8**



### GripGrab Insulator High-Vis gloves £29.95

**Product of the week**

These gloves have served us well this winter as an extra layer on particularly cold days. They fit well and do not hinder dexterity at all when paired with an outer glove. Now the weather is getting warmer these gloves are now being worn on their own, and are proving great for commuting and dull mornings thanks to the bright fluoro colouring. As is becoming the norm with cycling gloves, and particularly from GripGrab, these are touchscreen compatible. Smartphone use is almost as easy as with bare hands; a very useful feature when you've stopped to send a text or to check a map on a new training route. We really like these gloves as a staple item of kit as they can be used almost all year round. **43g**

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

**9**



### Bontrager Visibility Thermal Knee Warmers £36.99

The choice of colour may divide opinion (a plain black version is also available for £34.99) but there's no arguing about the performance of these new Bontrager knee-warmers — an ideal choice for gloomy spring days. They feature the same Profila Thermal material used across much of Bontrager's winter range. This may sound a little heavy-duty for spring riding, but we never found ourselves overheating.

However what really stands out is the excellent fit, with a different cut for the left and right legs meaning there's little to no bunching. The panelled construction also works well, with no seams around the knees. The only complaint would be about the silicone grippers at the bottom that caused the warmers to slip initially before settling into position within a few minutes' riding. **87g**

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

**9**



### Adidas Adistar cd.zero3 Jersey £80

Adidas has a long history in cycling, providing kit for Eddy Merckx's Molteni team back in the Sixties.

This jersey, which is available in both men's and women's versions, comes in a body-hugging aerodynamic fit that is a welcome change from the bulky winter clothing we've been stuck in for the last few months. The fit is excellent over the shoulders and the torso, although we found it a little too tight around the waist, not helped by the lack of stretch in the hem. Three open rear pockets and a zipped security pocket provide a decent amount of storage, and there's very little sagging when they're fully loaded — impressive given the lightness of the fabric. **128g**

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

**8**

## LONG TERM TEST

### Five months later

#### Castelli Alpha Jacket £250

Having worn the Castelli Alpha through the worst of the winter, we are still hugely impressed by the versatility of this Italian jacket.

By using the double layer (waistcoat inner) we've found that the temperature range the Alpha can be comfortably worn in is huge. Even in sub-zero conditions with a suitably warm base layer we've been comfortable and warm. **10**



Castelli's Alpha does it all

### Can't live without



Beat winter glare with Oakley's Radarlock

#### Oakley Radarlock Photochromic eyewear £195

It is hard to overlook Oakley when it comes to top-notch road cycling glasses — you only have to look at the number of professionals wearing them. Recently we grabbed the chance to try Oakley's Radarlock, complete with a photochromic lens. They proved perfect for those low winter sun rides where the light is ever-changing. Highly recommended.

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# 105 bike group test

Shimano's latest 11-speed 105 groupset unites our four sub-£2,000 test bikes from B'Twin, Cannondale, Specialized and Cube



## What?

Shimano 105 is often described as the entry-level groupset for 'serious' road riders, and 2015 has seen it step up to 11-speed, bringing 105 in line with the Japanese company's Ultegra and Dura-Ace groupsets. Such is the trickle-down in technology from these higher end groupsets, the difference between 105 and Ultegra is smaller than ever, meaning that you no longer have to break the bank to get your hands on a bike with close-to-pro levels of shifting and braking.

## Why?

For various reasons the four bikes we've chosen are not all equipped with a full 105 groupset, but are all fitted with comparable components and so should reflect what you'll find in the shops. However, all include 105 shifters and front and rear derailleurs at the very least, as well as a full carbon frame and fork. The price range of £1,200-£1,800 may seem broad, but it gives an idea of the choice of 105-equipped machines currently available on the market, and should cater to most budgets.

## How?

In its role as the everyman groupset, 105 is expected to cope with all types of riding — so it's only natural that we reflected this diversity when selecting which routes to ride when putting our four test machines through their paces. The B'Twin, Cannondale, Cube, and Specialized were each subjected to long days in the saddle to test comfort; they were sprinted towards village signs; pushed hard through corners; and powered up hills, to see if they were up to scratch.



# Cube Agree GTCP Pro £1,199

Miles ridden: 192 | Size tested: 56cm | Weight: 8.75kg/19.29lb

## Frame

As is the case throughout this test, the Cube Agree comes with a full carbon-fibre frame and fork. The frame uses what Cube calls 'Twin Mold Technology', a technique also used on the brand's top-end Litening frame. Cube claims this minimises the amount of resin needed to bond the tubes at junction points. The frame features a tapered head tube to aid handling, something that can be felt on tricky descents, with the front end tracking perfectly.

In terms of looks, the Agree punches well above its entry-level price point with the aesthetically pleasing sloping top tube that flows into slender seatstays.

## Specification

Given the sub-£1,200 price, the fact that Cube has

managed to equip the Agree with a full 105 groupset — including brakes and chainset — is impressive. For a bike designed to perform on all terrains, the 11-32t cassette is a sensible inclusion, with enough top-end for a club run-winning sprint and a bottom gear low enough for the toughest of climbs.

The wheels are Fulcrum Racing 77s. Essentially rebadged Racing 7s, these are a step below the Racing S5s on the Specialized, but provided reliable performance. The finishing kit is all in-house, keeping costs down.

## Ride

The Cube is an enjoyable ride, especially when putting in the long miles, but once you open the taps you see why this is the lowest priced bike on test.



Cube's carbon frame is classy and attractive

the saddle, the performance is a little sluggish, especially when compared to the B'Twin and Cannondale. The heaviest bike on test, it was no surprise that the Agree wasn't the most agile ascender, but the performance was also a little disappointing when it came to accelerating out of corners — less than ideal if you're considering this as a race bike.

## Value

The ride is skewed slightly towards all-day comfort rather than pure performance, which should be no surprise given the compact chainset and 11-32 cassette. The frame gives enough flex to soak up the punishment dished out by rough British roads, aided, of course, by the 25mm Continental tyres.

However, when sprinting and climbing steep hills out of

All that said, the £1,200 price-tag is certainly very attractive, and this is probably the best value bike of the four. Seeing the complete 105 groupset on a bike of this price is impressive, and the trickle-down technology inherited from the more expensive models in the Cube range makes this a good all-rounder for the price.

# 7



# Specialized Tarmac Elite £1,800

Miles ridden: 212 | Size tested: 56cm | Weight: 8.25kg/18.19lb

## Frame

While the upper echelons of the Specialized Tarmac range have been overhauled for 2015, lower-end models such as the Tarmac Elite retain the SL4 frame of previous years. And that's no bad thing.

The Tarmac Elite features the FACT construction of the more exclusive frames, which means the carbon-fibres run continuously around vital areas such as the bottom bracket and head tube. This, it is claimed, improves weight, stiffness and strength.

The bulbous frame shape of the head tube and gently curving top tube may not be to everyone's taste but the looks are improved with internal cable routing.

## Specification

As you would expect from the most expensive bike on test, the spec is slightly higher. The Fulcrum Racing S5 wheelset provides a step up from the 77s found on the Cube, with benefits that include aero-profile spokes and a 100g weight saving.

The other notable upgrade is the 52-36t Turn Zayante chainset that is double the price of its 105 equivalent but, beyond the 30g weight saving, offers little extra in terms of performance.

The rest of the finishing kit is Specialized's own-brand offerings, including the excellent Toupe Comp Gel saddle, although we were slightly disappointed to have the comfort gains of this fine perch compromised by the choice of 23mm tyres.

## Ride

Given the higher price tag, we felt slightly let down by the ride. The Tarmac Elite is perfectly efficient and functional; it just lacks that certain something when it comes to excitement.

Acceleration is good, particularly on the flat, and

climbing is more of a pleasure compared to the Cube. That said, the Specialized feels better suited to short, punchy climbs than it is to long, draggy hills.

Descending revealed the bike's competent handling with the steep front end and excellent compact bars encouraging us to push through the bends, with only the 23mm tyres stopping us from committing with confidence.

## Value

We're not convinced that the Specialized does quite enough to justify the £1,800 price tag. As with all bikes in the Tarmac range, the frame is excellent and certainly worthy of a bike of this price, but for this sort of money we expected a smattering of Ultegra components or at least a bigger step up in the wheelset.



SL4 frame uses FACT construction



Comfortable Toupe Comp Gel saddle

7



# B'Twin Ultra 900 £1,600

Miles ridden: 312 | Size tested: M | Weight: 7.85kg/17.3lb

## Frame

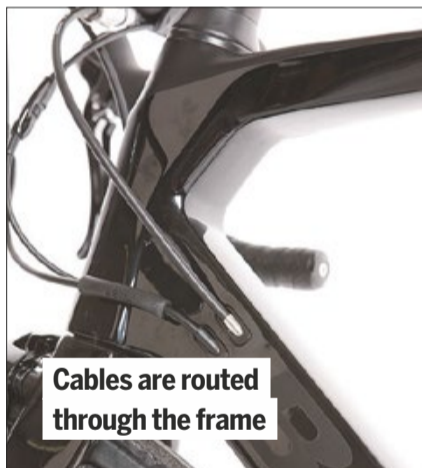
B'Twin market the Ultra 900 as its climbing bike, so it is no surprise that the frame hits the scales at only 850g — seriously light for a bike of this price.

Unlike the other bikes on test, the B'Twin largely uses box-profile tubes which may not be to everyone's liking, but are certainly an improvement on the bulbous tubes on the Specialized.

The B'Twin's lines are kept clean by the neat internal cable routing. The frame is also compatible with electronic groupsets, should you wish to upgrade in the future. As a neat final touch, the seat clamp is beautifully integrated into the top tube.

## Specification

The B'Twin comes equipped with a full 105 groupset,



though pedants may wish to point out that the exception to this is the KMC chain. The 52-36t semi-compact chainset is new territory for 105, but it performs superbly and is the natural choice for riders looking for gearing that is at home in a crit as it is in the high mountains.

The 105 brakes are direct-mount versions, with the rear brake positioned beneath the bottom bracket. The

aero benefits may still be questionable, but aesthetically there's no doubting its appeal.

Deda stem and bars, together with a Fizik Arione saddle mounted to a bespoke seatpost, complete the package, with the B'Twin wheels the only real concession to price.

## Ride

Riding the B'Twin Ultra 900 is nothing short of a joy. Put an exotic-sounding Italian name on the down tube and an extra grand on the price tag and there would still be many riders happy to own this bike.

The power transfer is good and the handling precise, while comfort on rough British roads is improved by the inclusion of a carbon seatpost. The only improvement we'd like to see would be a wheel upgrade, as

the B'Twin wheels were prone to flex when sprinting.

But it is in the hills where the B'Twin really comes into its own. The lightweight frame is constantly willing you to attack the steepest gradients, with the press-fit bottom bracket and boxy chainstays allowing you to dance on the pedals without paying a penalty in flex.

## Value

The B'Twin provides a ride which really defies its £1,600 price-tag, and if you're after a reasonably priced bike that will be as at home in long, mountainous sportives as it is in your local crit series, there's no need to look any further. The extra details such as the direct-mount brakes and integrated seat clamp really seal the deal.



# Cannondale SuperSix Evo Carbon 105 5 £1,500

Miles ridden: 202 | Size tested: 56cm | Weight: 7.95kg/17.53lb

## Frame

This version of the Cannondale SuperSix Evo shares the same geometry as those ridden by Team Cannondale-Garmin, though it's not overly racy, with the frame providing a comfortable position for long days in the saddle. The difference to the team bikes is a lower grade of carbon-fibre

to hit the more affordable price point. This means the frame is slightly heavier, but still under a kilogram.

We were impressed with the the Cannondale's appearance. The cylindrical tubes and dead-straight top tube look classic, although the lack of internal cable routing spoils things a little, and means you won't be able to upgrade to electronic shifting.

## Specification

The BB30 bottom bracket means that the Cannondale comes equipped with an FSA Gossamer Pro with semi-compact 52-36t rings. Most of the aluminium finishing kit is Cannondale's own. It is well finished, especially the slender handlebars, with the

Prologo saddle a comfortable perch for long rides.

The only disappointment was the sturdy but sluggish Shimano RS11 wheelset.

## Ride

Acceleration may be on the slow side due to the heavy wheels, but this and the lack of internal cabling are the only things we can say against the Cannondale; its WorldTour heritage is clear. Cornering is sharp and precise, with the Schwalbe Lugano tyres providing impressive grip. This is aided by the Speed Save micro suspension built into the frame, meaning the bike stays glued to the road instead of skipping over rough surfaces, particularly through corners.

The SuperSix is also at home in the hills with performance closely matching that of the B'Twin on longer climbs with a steady effort. It's only on short, punchy climbs, or when changing pace on steadier gradients that the Shimano wheelset holds you back.

## Value

With WorldTour heritage coming out of its ears, the SuperSix Evo certainly seems like a good deal for £1,500, especially given the superb ride and excellent finishing kit. However with external cabling preventing a future upgrade to electronic shifting, the deal may not be quite as sweet in the long-term.



Schwalbe tyres offered good grip

8

## Verdict

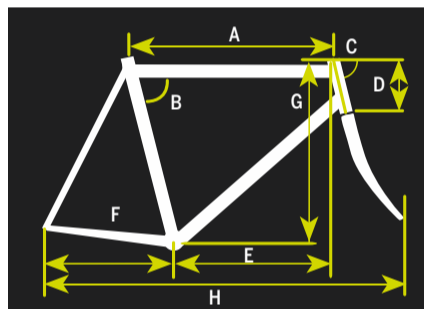
It might not have a sexy name adorning the down tube, but the B'Twin Ultra 900 is undoubtedly the standout performer in our test. The 850g frame provides the foundation of a bike that was a joy to ride on all terrains. Handling was fast and precise at speed but thanks to the carbon seatpost, there was no sacrifice in comfort. But it's when the road really ramps up that the B'Twin comes into its own, conquering local climbs in a way we've rarely experienced from a bike of this price.

With a wheel upgrade, the Cannondale could provide a close match, and its WorldTour heritage is certainly easier to see than in the case of the Specialized, which struggled to justify its price-tag. As for the Cube, to see full 105 groupset on a bike costing £1,200 is

impressive, especially given the respectable finishing kit, and this is probably the best value bike on test, even if the ride didn't quite blow us away.

However, putting the bikes aside, the star of this test was the Shimano 105 groupset. In the past it's always been a reliable performer, and the step up to 11-speed for 2015 has improved things further with smooth shifting front and rear and reliable braking in all conditions.

Ultegra may still have more kudos for the serious road rider, but with bikes of this calibre and price-point now delivering race-ready performance, 105 has thrown its hat into the ring.



Cube Agree GTC Pro		7
£1,199		
Frame	■■■■■■■■■	7/10
Specification	■■■■■■■■■	8/10
Ride	■■■■■■■■■	6/10
Value	■■■■■■■■■	8/10
Distributor	www.cube.eu	
Frame	GTC Monocoque Twin Mold Technology	
Fork	Cube CSL Race Carbon	
Size range	50-62cm	
Weight	8.75kg/19.29lb	
Groupset	Shimano 105	
Alterations	None	
Gear ratios	11-32t cassette, 50/34t chainset	
Wheels	Fulcrum Racing 77	
Tyres	Continental Grand Sport Race SL 25mm	
Bar	Cube Wing Race Bar Compact	
Stem	Cube Performance	
Seatpost	Cube Performance Post	
Saddle	Bontrager Paradigm 3	
<b>SIZE TESTED: 56cm</b>		
A	B	C
54.5cm	73.5°	72°
D	E	F
14.5cm	38.5cm	40.6cm
G	H	
54.1cm	98.7cm	

Specialized Tarmac Elite		7
£1,800		
Frame	■■■■■■■■■	8/10
Specification	■■■■■■■■■	7/10
Ride	■■■■■■■■■	7/10
Value	■■■■■■■■■	7/10
Distributor	www.specialized.com	
Frame	Specialized FACT 9r Carbon	
Fork	Specialized FACT Carbon	
Size range	49-61cm	
Weight	8.25kg/18.19lb	
Groupset	Shimano 105/Praxis Works TURN Zayante chainset	
Alterations	None	
Gear ratios	11-28t cassette, 52/36t chainset	
Wheels	Fulcrum S5	
Tyres	Specialized Turbo Pro 23mm	
Bar	Specialized Comp	
Stem	Specialized Comp Multi	
Seatpost	Specialized Comp, FACT Carbon	
Saddle	Specialized Body Geometry Toupe Comp Gel	
<b>SIZE TESTED: 56cm</b>		
A	B	C
56.5cm	73.25°	73.5°
D	E	F
16cm	39.5cm	40.5cm
G	H	
56.4cm	98.6cm	

B'Twin Ultra 900		9
£1,600		
Frame	■■■■■■■■■	9/10
Specification	■■■■■■■■■	8/10
Ride	■■■■■■■■■	9/10
Value	■■■■■■■■■	9/10
Distributor	www.btwin.com	
Frame	B'Twin Ultra Evo Dynamic	
Fork	B'Twin Ultra Evo Dynamic	
Size range	2XS-XL	
Weight	7.85kg/17.31lb	
Groupset	Shimano 105	
Alterations	None	
Gear ratios	11-28t cassette, 52/36t chainset	
Wheels	B'Twin Aero 2024	
Tyres	Michelin Lythion 25mm	
Bar	Deda Zero 2	
Stem	Deda Zero 2	
Seatpost	B'Twin Carbon	
Saddle	Fizik Arione	
<b>SIZE TESTED: M</b>		
A	B	C
56cm	73.5°	73°
D	E	F
15cm	39cm	40.5cm
G	H	
55.4cm	99.1cm	

Cannondale SuperSix Evo Carbon 105 5		8
£1,500		
Frame	■■■■■■■■■	8/10
Specification	■■■■■■■■■	7/10
Ride	■■■■■■■■■	9/10
Value	■■■■■■■■■	8/10
Distributor	www.cyclingsportsgroup.co.uk	
Frame	Cannondale SuperSix Evo	
Fork	Cannondale SuperSix Evo	
Size range	48-63cm	
Weight	7.95kg/17.53lb	
Groupset	Shimano 105/FSA Gossamer Pro	
Alterations	None	
Gear ratios	11-28t cassette, 52/36t chainset	
Wheels	Shimano RS11	
Tyres	Schwalbe Lugano 25mm	
Bar	Cannondale C3 Alloy	
Stem	Cannondale C3 Alloy	
Seatpost	Cannondale C3 Alloy	
Saddle	Prologo Scratch Pro T2.0	
<b>SIZE TESTED: 56cm</b>		
A	B	C
56cm	73.5°	73.5°
D	E	F
15.5cm	39.5cm	40.5cm
G	H	
55.8cm	99cm	



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# FITNESS

## How do I... descend fast and safely?

Reach the valley floor quicker than your mates with our expert advice

Words: Marc Abbott Pic: Jesse Wild

**Y**ou've conquered the climb and you're feeling on top of the world. Now it's time to put a different set of skills to use, and enjoy the exhilarating descent. Mountain riding expert and ambassador for Cannondale and Mavic Mike Cotty, explains how to use gravity to the fullest on your ride from the mountain top.

The most important thing is to relax, as Cotty explains: "Think of your bike and body as one. If you're uptight this transfers to the bike and makes it harder to control. Stay light on the pedals and allow your bike to lead as you give delicate inputs. Position your hands on the drops to lower your centre of gravity and add stability."

What many of us struggle with, because of the extra speed, is cornering. So what's the best method for getting round a tight bend or hairpin safely? "Moderate your speed in advance so you can maintain your momentum through the corner," says Cotty. "This gives you more control than if you approach it too quickly and have to brake heavily mid-turn."

Body position and weight distribution are important, as Cotty

suggests: "Keep your outside leg straight and focus most of your bodyweight downwards through the outside pedal to maintain rigidity as you hold your line. Start slowly until you have built up confidence, and take extra care on wet roads."

It's often said where you look is where you end up, so getting your vision dialled in is key. "Focus further down the road than the rear wheel in front of you. Having a broader view of the road ahead will allow you to react to things quickly and switch your line if needs be," says Cotty. "Look beyond the bend and at the line you want to take. You'll still spot patches of gravel and the like in your peripheral vision but you'll be one step ahead at all times."

What might seem like a beautiful summer's day on the way up can quickly turn to a shivery experience on the way down. Cotty advises: "As soon as you hit the summit a sweaty jersey will quickly make you cold and uncomfortable even on short descents. Factor in wind chill on the way back down. A lightweight packable gilet or shell are essentials,

small enough to stow in a rear pocket but protective enough to really cut the wind from your chest and upper body if you need it."

### Essential points

- Stay relaxed
- Look where you want to go
- Carry a windproof
- Corner with care

Gripping the bars like your life depends on it will give you an unwanted white-knuckle ride. Stay loose and let the bike lead you down the mountain, giving steady inputs to change your course.

Position yourself for maximum control over your bike. This means riding with your hands on the drops, and making sure you keep your overall bodyweight low. Put weight through your outside pedal when cornering, too.

Concentrate on riding within your limits and the descent will be more enjoyable. The most important thing is getting to the bottom safely.

### YOU SAY

While you are freewheeling, keep pedals at 3 and 9 o'clock rather than at 12 and 6. This will keep you better seated; look well ahead of you and most of all enjoy it.  
**Steve Mansfield**

Good brakes and keep your speed under control. Knowing the descent is helpful. Take extra care in the wet.  
**Tony Freeth**



Keep your eyes further down the road. Your bike will naturally follow them, and you'll be able to plan ahead for tighter corners or traffic. Rely on your peripheral vision to deal with more immediate concerns, such as dirt, animal droppings or poor surfaces.

You'll sweat profusely on the climb, but the moment you stop, that moisture in your jersey will start to cool. Make sure you've lightweight and windproof layers for the descent, as the wind chill effect will lower your core temperature.

When approaching a corner, make sure you get all your braking done on the approach, when you're upright and in a straight line. That way, you won't need to make any awkward adjustments mid-corner, or — even worse — overcook it.

Smooth line, no sudden adjustments and just hope some idiot doesn't pull out and then stop hard against the kerb (Portsmouth Hill last weekend, Volvo estate).  
**Darren Saunders**

Tuck in, cover your brakes, and follow your line.  
**Ron Antonelli**

Enjoy it. You earned it. If you enjoy it you'll be less prone to jerky movements, you'll be relaxed enough to know when to brake and it'll be much more fun.  
**Matthew Nugent**

Look where you're going —not where you've been. Relax your hands on the bars or else you'll end up with a speed-wobble.  
**Kurt M Green**

# Things to do this week

## Take your recovery seriously

Without proper recovery after hard training sessions, performance and health will suffer. One of the most important aspects of recovery is nutrition. After any moderate to intense ride over 90 minutes, you will need to properly refuel. Carbohydrates will help replenish glycogen levels (your body's fuel) and protein will rebuild muscle fibres that have been damaged. Studies have stated that 20g of protein will help start the rebuilding process.

Real food is far better, but a more practical option is often a recovery drink, which contains protein, carbohydrates and salts to combat dehydration and can be drunk on the go.



## Go avocado

It's about time you got familiar with avocados. The fruit, native to Mexico, not only tastes great, but it's good for you too. In fact, due to its cholesterol-lowering and mood-boosting properties, it's one of the healthiest fruits around. It also contains more potassium than a banana, making it a great food for hydration, as well as the good monounsaturated fat, which helps your body absorb vitamins and minerals in other vegetables and salads.

Avocados are very versatile. They can be blended into your smoothie, layered over your toast or added to your salads.



## Wyldsson Elite nutrition

It may look like rabbit food in a test tube, but it's actually an extremely tasty training snack. In fact, they're so popular, that the guys at Team Sky are starting to use them. One tube contains 13.2g of carbohydrates, 2.9g of fibre and 7.8g of protein. All products are free of added sugar, sweeteners, colourings and preservatives and are suitable for those who are gluten and lactose intolerant. There's no reason why you can't take a tube with you when out on a long ride as it will certainly give you energy. However, you may need a sip or two of water afterwards.

**www.wyldsson.com**  
**£15.99 for a box of 10 tubes**



# Core strengthening for cyclists

It's not about strutting a six-pack but creating a stable base for your legs to push against to ensure all your power reaches the pedals

Words: Lexie Williamson Photos: Les Prior

**I**s your core workout bike-specific? If the answer is 'what core workout?' start one today. A strong core is vital for cycling power, posture and injury prevention, particularly helping to bolster the vulnerable lower back region.

Solid core muscles will splint the abdominal wall, bracing the torso over the handlebars in climbs and sprints and improve the transmission of power from the hips and legs to the pedals.

Possessing a strong trunk will also help with bike handling skills, for example, sliding the water bottle back into its cage without veering across the road, or eating an energy bar on the go.

A final important, but less immediate, benefit of core strengthening is the prevention of osteoporosis. Unlike with runners, a cyclist's joints are not stressed by contact with the ground. So it's wise to include some weight bearing techniques in your strength and conditioning routine.

But if you've decided to dedicate two or three 15-minute slots a week to strength work, how do you make this previous time count? By ensuring that your chosen exercises are cycling-specific.

This might mean dedicating a proportion of the routine to exercises that replicate the cycling position on all fours or a plank, rather than always lying on the back.

## Bike-specific position

Working in bike-like positions trains the muscles to fire as they would in a riding stance, rather than the back of the body being supported and stabilised by the floor. But it could also mean mimicking

cycling movement patterns by keeping the upper body still while the legs 'pedal'. This can be done lying on the back, the sides or while holding a plank position.

For example, rather than simply lifting up into bridge and holding, concentrate on lifting and lowering one leg at a time to get the glutes firing as they do while riding (see 'pedalling bridge'.)

It also makes sense to mix up a range of core techniques as different muscle groups perform varying functions during riding, and are all required for overall trunk stabilisation.

So, to break it down, what do the core muscle groups do in cycling? The corset-like transversus abdominis muscles wrap around the torso. They help maintain riding posture as the miles wear on and the body starts to slump.

Rectus abdominis, or the famous 'six-pack' group of abs, help riders stand up in the saddle and power hill-climbs (although is often overworked, see 'forget the six-pack').

The lateral abdominal muscles, or obliques, minimise wasteful side-to-side torso rotation and help create upper body stillness during cycling.

Finally, the gluteals or buttock muscles are the power base. Glute max, the biggest muscle in the body, provides the power injection while the smaller glute medius stabilises the hips.

The sequence below provides the variety of strength exercises required for an all-round core routine, incorporating planks, 'clams' and bridges, but with an added cycling-specific touch.

## Watch your back

Just a final warning note to say 'watch



### Time trial plank

**Muscles used:** Rectus abdominis, transverse abdominis, erector spinae, biceps and triceps



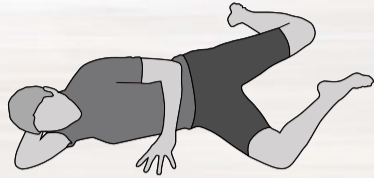
Strengthen your core for an efficient pedalling action

your back'. It is possible to strain the back performing core strength techniques, so if this is a vulnerable area for you do take the following measures.

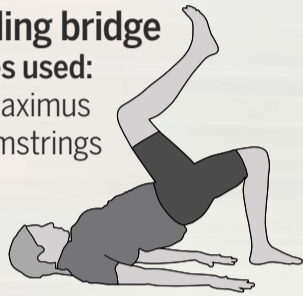
Firstly, modify the plank if the exercise places a strain on your lower back or you struggle to maintain alignment. It is easy to perform a gentler version of plank by



**Pedalling clam**  
Muscles used: Glute medius



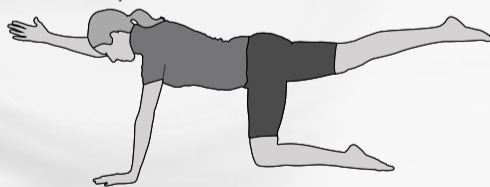
**Pedalling bridge**  
Muscles used:  
glute maximus  
and hamstrings



**Single-leg squats**  
Muscles used:  
Abdominals,  
glute maximus,  
quads and  
hamstrings



**Balanced quadruped**  
Muscles used: Abdominals and  
erector spinae



dropping the knees to the floor, tucking the pelvis under (bottom in) and holding until strength improves.

Secondly, be lower back aware during supine (lying face up) core work. Protect the lumbar area by keeping the lower back pressed lightly into the floor and never raise both legs together. Double-leg

lift exercises, such as V sits, place a huge amount of strain on the lumbar, which is forced to act as a fulcrum to the lever-like legs.

Time crunched? Try this reduced sequence: version 1 from the 'quadruped sequence' followed by time trial plank, then clam, and finally pedalling bridge. ▶

## Core: not just the abs

Think 'core', think 'abs?' It's a common misconception. But the term relates to the muscles that wrap around the trunk of the body, including the lower back and the muscles that stabilise the pelvis and hips. This includes the buttocks or gluteals. The glutes are often omitted from a core strengthening line-up but, despite being the biggest muscle in the body, are often underused sources of power in cycling. It's the smaller glute medius at the sides of the hips that play a vital role in stopping the hips from rocking and rolling as you ride.

## Rollers: "the ultimate cycling-specific stability exercise"

If you can't bear to swap the bike for an exercise mat, rollers provide excellent on-bike core training. This is due to the balance required simply to stay upright and pedal. The body makes continual little adjustments to stabilise the body. Phil Burt, lead physiotherapist at British Cycling, has described riding rollers as: "the ultimate cycling-specific stability exercise." Once mastered the rollers will aid tasks such as drinking and eating or putting on a rain jacket mid-ride.

## Six-pack: forget it

A chiselled six-pack is, no doubt, aesthetically pleasing, but of little practical use to the cyclist. The bumpy ridge of rectus abdominis muscles that form the six-pack is usually developed through repetitive crunches. If your core routine comprises largely of hands-behind-head, jerky sit-ups, then stop. According to Allison Westfahl, co-author of *Tom Danielson's core advantage*, you might be doing yourself more harm than good. This is because these muscles are already tightened and shortened in most cyclists due to the amount of time spent in a flexed or crunched position.

To Westfahl, a core strength routine based around crunching will encourage poor posture and put "excessive pressure" on the discs of the lumbar spine. Excessive crunching also turns the rectus abdominis into a 'bully' — making it harder for the transversus abdominis, the internal obliques and muscles of the lower back to do their share of the trunk stabilising role.

# Bike core sequences

## Quadruped

These dynamic all-fours techniques train cyclists to keep the core stable while moving the limbs. They are a great starting point for a longer core routine, or a gentler option for cyclists with a weak core or lower back issues. Version 2 improves balance.

### Version 1: Basic Quadruped

Begin on all fours. Look downwards, keeping the head in line with the torso. On an inhalation raise the left leg up in line with the torso, keeping the upper body still and hips level. On an exhalation round the back, bend the left leg and draw the knee towards the nose. Inhale and extend the leg back out again.

Repeat x5 on each leg



### Version 2: Balanced Quadruped

Repeat as before but this time reach forwards with the right arm as you raise the left leg. As you exhale, take the right hand to the crown of the head, round the back and bring the right elbow to the left knee. On an inhalation, stretch the right arm and left leg back out again.

Repeat x5 on each leg



### The plank rules

**1** Maintain a line along the back of the body, from the head to the heels. Ask someone to check your alignment or practise alongside a mirror.

**2** It's better to drop the knees to the floor and maintain this form in the upper body than sag in the lower back or stick the bottom up.

**3** Look down, not ahead, to avoid straining the neck. The head should continue the line of the spine.

**4** Breathe slowly through the nose. Aim for 60 seconds. Or exit when it is no longer possible to maintain good form.

## Plank

Planks are a key core-bolstering move, but if you are holding high planks drop down into a low forearm version. This will take the weight off the wrists (already under pressure during cycling) and create a more realistic time trial or on the drops version, especially with the forearms parallel. Try each version individually or consecutively as a sequence.

### Version 1: Time trial plank

Lie on your front, with the elbows under the shoulders and forearms parallel,



palms pressing down. Turn the toes under and lift the knees off the floor. Stay gazing downwards, breathing through the nose.

Hold for 60 seconds

### Version 2: Tricep plank

If arm strength is an issue, try this low plank variation.



It will reinforce the entire upper arm, shoulder and upper back region. Interlace the fingers. As you inhale, slide forward onto the toes so that the chin glides in front of the fists. As you exhale, move back and press into the heels.

Repeat x5

### Version 3: Twisting plank

This final version strengthens the obliques at the sides of the waist, which



control upper body rocking when riding. Return the forearms to their parallel position and twist the hips from side to side.

Continue for five breaths.

End this plank session by sitting slowly back towards the heels and reaching the arms forwards to stretch the shoulders and back.

# Clams

The clam exercise reinforces the outer hips, particularly glute medius, which has a vital hip-stabilising role during cycling. Switch from clams into a pedalling action and back again, to strengthen the entire outer hip and glute area in a dynamic, cycling-specific way.

## Version 1: Basic clam

Lie on your side with the feet on the floor, with legs stacked and bent at a 90-degree angle. Rest your head in your hand. Lift the feet off the floor. Keeping the feet in contact, lift and lower the top knee up until you feel a squeezing sensation in the outer hip muscle.

Repeat x10



## Version 2: Pedalling clam

After 10 reps of clams, move seamlessly into side pedals by keeping the top leg at 90-degrees and swinging it forwards and back. As you move the leg back, squeeze the buttocks.

Repeat x10



Repeat the sequence, then flip over to work the other hip.

# Bridge

## Version 1: Basic bridge

Make your bridge position work harder with this sequence, which targets the glutes in isolation.

## Version 2: Pedalling bridge

Lie on your back with the arms by the sides, palms face downwards. Position the feet hip-width and slowly raise the hips up. Shift your weight into the left foot and lift the right leg up, maintaining a bent-leg position. Lower to the floor and shift on to the right foot to raise the left leg.

Repeat x5 on each leg



# Squats

Core work does not have to be floor-based. The classic squat hones in on glute max but is a great whole body strengthener for cyclists, working the quads and hamstrings too. Squatting also replicates the action of standing up (and sitting back down) in the saddle, so perfect the squat to make this transition stronger and smoother. Once mastered, the single leg squat is a more bike-friendly version. Remember to watch the knees: track the knee in line with the second toe and ensure you can still see the toes in the full squat position.

## Version 1: Basic squat

Stand tall with the feet shoulder width apart, feet facing forwards as they would be if cycling. Interlink the hands in front of the chest. Breathe in. As you exhale bend both legs into the squat, tracking the knee in line with the second toe. Think about dropping the hips back and down but don't stick the bottom out — the spine stays lengthened and in 'neutral' (with its natural curves intact). Inhale to return to standing. Remain looking ahead throughout.

Repeat x10.



## Version 2: Single-leg squat

Set up in the classic squat position, but shift your weight into the left foot. Lift the right leg off the floor and bend it. Breathe in. As you exhale bend the standing leg and lower down a little, ensuring the knee tracks in line with the second toe. Inhale to return to standing but keep a small bend in the standing leg at the top of the movement.

Repeat x5 on each leg.



# Lauren Creamer: My week in training

Irish road and track rider Lauren Creamer shares her training schedule with *CW* during a 10-day road training block

**Date: December 8-14, 2014 | Location: Lanzarote, Canary Islands**

**P**earl Izumi Sports Tours International rider Lauren Creamer has made the switch from road to track this winter as she races for the Irish women's team pursuit squad. Based in Majorca, the squad were targeting the track World Cup and World Championships, where they recently finished in 16th place, to score sufficient points to qualify for next year's Olympic Games in Rio. We spoke to Creamer at Christmastime, just after she'd got back from an early season training camp. Creamer explained that the 10-day training camp at Club La Santa in Lanzarote slotted in perfectly with her track training, and the road block would help her to prepare for the rest of the track season.

## Monday

After arriving in Lanzarote in the afternoon, I managed to squeeze in an hour before darkness. This gave the legs a spin after travelling and meant I could check my bike was in working order.

## Tuesday

We went out on a team ride for just over three hours to ease ourselves into the Lanzarote terrain. We kept away from the bigger hills on the island and adapted ourselves to the notoriously windy weather. The wind was definitely on form!

**WE SAY**

Team training camps are about bonding as well as getting the miles in — so, long group rides are high on the itinerary. On the first night, Creamer just spins her legs out to reduce 'heaviness' from travelling, while ensuring there are no issues with her bike and that it's ready to go in the morning. Tuesday's longer ride, at a steady pace, got them used to the

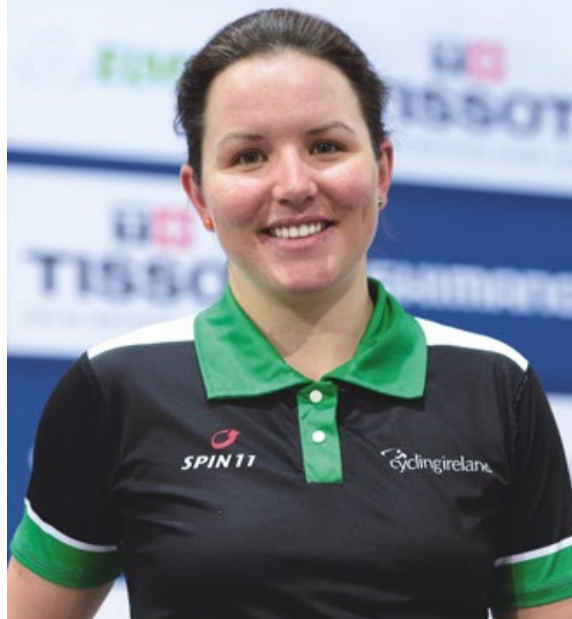
surroundings and conditions on the island. Creamer had a good 10 days to get some quality endurance training in. There would have been no point in going out and smashing it on the first full day; a solid three hours was the perfect way to ease into the training camp.

## Wednesday

Today's ride was a little over four hours with 65 miles of riding and just over 6,000ft of climbing, taking in the majority of island's climbs and sights. The final climb of the day was the well-known Tabayesco climb, which averages six per cent over 10km with a mixture of long straights and hairpins. I used my power meter to stay in zone four while climbing, keeping to zone two for the rest of the ride.

## Lauren Creamer

- Age: 23
- Lives: Birmingham/Majorca
- Rides for: Pearl Izumi Sports Tours International and Ireland
- Discipline: Road, TT and track
- Best result: Irish National TT silver 2014



**WE SAY**

A long ride with some climbing was a good call after settling in and getting the travelling out of her legs over the previous few days. This ride is a hilly one, and Creamer used these climbs to her advantage, upping the power and getting in some long, zone-four, threshold efforts. As a team pursuit rider, these types of efforts were a good way to build a solid base. In the team pursuit efforts on the front will be harder, though shorter than this. Working at slightly lower intensities while climbing was perfect base preparation and should have also improved her sustainable lactate threshold.

## Thursday

A more exposed route to incorporate Femes (the steepest climb on island) was initially planned but with strong wind on the cards, we thought better of it as it was quite dangerous. We ended up doing a loop that stayed pretty close to Club La Santa. Today we totalled two hours on the road.

## Friday

Another two-hour ride today that headed towards an area jokingly known as 'The False Fire Mountains.' After the morning ride, I slotted in a 40-minute gym session in the afternoon, including a core-stability workout and exercises using a Thera-Band, a medicine ball and a Pilates ball.

**WE SAY**

It's always good to keep powder dry by being sensible early in the season — there's no point heading out in poor or dangerous conditions and taking undue risks just because that is what's 'planned'. Adapting a route, or even opting for a turbo session, isn't going to harm your training or progression and is better than taking a day off. On both days, Creamer did two hours on the road; working on her base fitness was beneficial for both the team



**Team pursuit requires lots of threshold work**

pursuit and the coming road season, each requiring excellent endurance. The gym session on Friday worked on her core as well as helping stretch her muscles out to aid recovery. Spending time improving and maintaining her core should have helped Creamer improve her ability to remain still and solid in the saddle, which in turn should improve her efficiency as she pedals. Additionally, a strong core is vital for the smooth but powerful standing starts that she'll need in the team pursuit.

### **Saturday**

**Just over three hours of riding today out to Tabayesco again. I stayed in zone three this time, getting in near enough 40 minutes of continuous steady climbing.**

### **WE SAY**

Again this was just a steady day's riding, using power to ensure she was working at the correct intensity. She dropped the intensity slightly to climb in zone three, rather than the zone four efforts of earlier in the week. This helped build a solid base, not overdoing things, with plenty of tough days on the training camp left to go.

Creamer uses power data when riding, as opposed to just heart rate to ensure she's putting the right effort into her riding at all times. Using heart rate, there can be a slight lag at the start of the effort before heart rate accurately reflects the effort. This is one reason why power is the more accurate metric when training, as you get instant and accurate data to make sure you are training in the correct zone.

### **Sunday**

**A rest day was in order today. I relaxed and made sure I stayed hydrated and got a bit of stretching done.**

### **WE SAY**

Most riders use their weekends for their big training efforts. As a full-time rider, Creamer can choose when to recover from a hard block without the worry of 'wasting' a day off from work. As it's a 10-day camp and the team took part in a mini stage-race, a rest day was needed to ensure she was recovered. Stretching aids recovery, as it reduces stiffness and tension, making legs less sore. Hydration and nutrition are just as important on recovery days— for replenishing energy stores as well as preparing for the next day of riding.

Great for...

post-ride fuelling

# Peppers with rice and salmon stuffing

**T**his rice and salmon culinary delight makes a great recovery meal for topping up your carbohydrates after a long ride. It's packed with protein too and will help support muscle recovery. Not only that, but it's also high in omega-3 fats and rich in selenium and iron, making this dish perfect for neutralising cell-damaging free radicals in the body, reducing inflammation and boosting immunity.

## METHOD:

- 1) Boil the rice, drain and leave to cool. Wash the peppers and halve lengthwise, leaving the stalks on. Remove the cores and seeds. Drain and flake the salmon and mix with the lemon peel and rice.
- 2) Wash, trim and chop the spring onions. Heat the oil and sweat the spring onions briefly, then add the spices, seasoning, stock and lemon juice and simmer gently for 1 to 2 minutes.
- 3) Add to the rice mixture, stir in the coriander and season to taste. Fill the pepper halves with the mixture.
- 4) Serve the salad leaves and cherry tomatoes.

## NUTRITION PER SERVING:

**586**  
calories

**89g**  
carbohydrates

**26.52g**  
protein

**13g**  
fat

## INGREDIENTS:

- 2 medium-sized peppers of different colours
- 150g salmon (tinned). Alternatively steam 150g fresh salmon over a mixture of white wine and water (approx 100 + 100ml) for 8-10min. Cool and flake.
- 1 tbsp grated lemon peel
- 200g cooked rice
- 2 to 3 spring onions
- 1tbsp oil
- ½ tbsp Chinese five-spice powder
- Freshly ground pepper
- ½ tbsp lemon juice
- 50ml vegetable stock
- ½ tbsp fresh coriander

**Time taken:  
20min**

# Talking up performance

## Motivational mantras and positive self-talk can make you ride faster

Andrew Hamilton

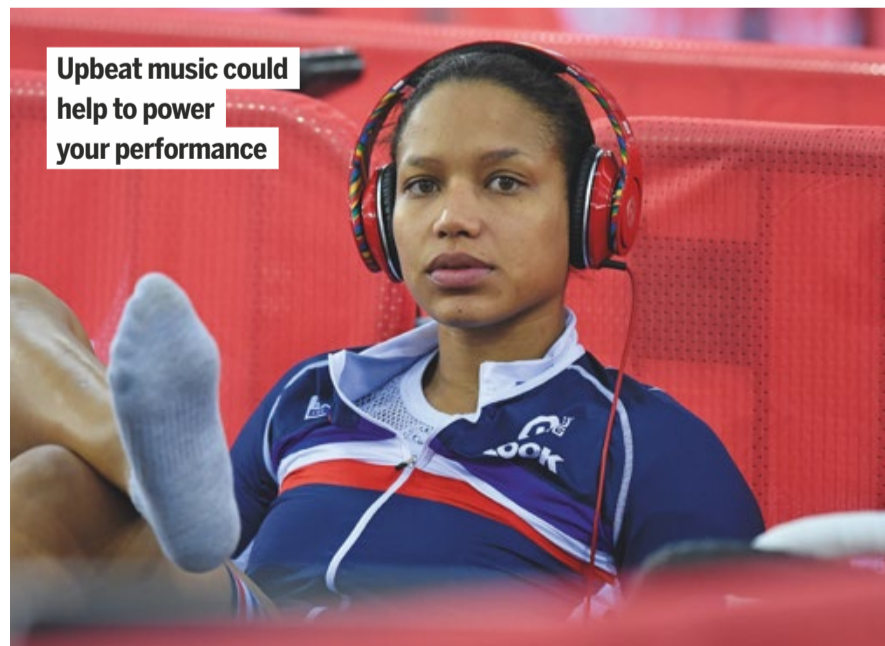
Sports psychologists have long known that certain types of music and positive mental imagery can help enhance sports performance — possibly by distracting the brain from sensations of fatigue during hard exercise. But can you literally ‘talk-up’ your cycling performance? Well, some newly published research suggests that this might actually be possible.

Researchers looked at the 10km time trial performance of 14 cyclists and investigated if motivational self-talk improved performance. Before any intervention took place, all the cyclists completed 10km time trials and their times were recorded. The cyclists were then divided into two performance-matched groups of seven: one group performed motivational self-talk by reciting a number of positive and motivational statements prior to the following time trial. The other group also performed self talk, but recited

statements to themselves that were neutral, i.e. neither positive nor negative. Another 10km time trial followed during which all the cyclists’ power outputs, times, oxygen consumption and perceived exertion were compared.

Prior to the self-talk intervention, there was no difference between the two groups’ 10km times. In the final time trial however, the motivational self-talk cyclists rode around 42 seconds faster. The neutral self-talk group meanwhile saw no improvement. The motivational talk group also managed a higher average power output and oxygen uptake but their perceived exertion levels remained the same. The researchers concluded that the positive self-talk had helped the cyclists to combat negative emotions that tend to arise during hard exercise — emotions that are known to be associated with higher perceived exertion.

Int J Sports Physiol Perform. 2015 Mar;10(2):166-71



# TAKE HOME TRAINING SESSION

## Increase your sustainable power

CW has teamed up with Wattbike sports scientist Eddie Fletcher to devise some new training sessions. This week is all about building up your endurance for the season ahead.

Two by 20 minutes is the classic ‘sweetspot’ session that forms the bedrock of training for many riders.

Each effort should feel uncomfortable but manageable. This feeling of being just on the edge of discomfort requires a lot of mental focus to maintain your effort over the full duration; using a power meter or a heart-rate monitor will help to make sure your concentration and effort isn’t drifting.

If you have limited time to train this will boost your endurance in a relatively short session. Alternatively, 20-minute blocks of sweetspot can be done during longer rides of three-four hours.

Don’t do more than 40 minutes per ride but gradually increase the number of blocks you do per week. Fuelling is crucial for these efforts so ensure you get it right both before and after your ride.

**Time taken: 70min**

Time (minutes)	Cadence (RPM)	Zone
0-5	80	1
5-10	90	1
10-10.30	120	2
10.30-11	90	1
11-11.30	120	2
11-30-12	90	1
12-12.30	120	2
12-30-15	90	2
15-35	90	3
35-40	90	1
40-60	90	3
60-70	90	1

Effort	You can	It feels like you’re...	Use it for...	% Max heart rate	% FT power
Easy Zone 1	Chat freely	Warming up	Warm-ups, cool-downs and recovery	60-65%	56-75%
Steady Zone 2	Speak one sentence at a time	Riding along in the bunch on the flat	Long rides	65-75%	76-90%
Brisk Zone 3	Speak a few words at a time	Breathing deeply and working hard	Long efforts of 10 to 20min	75-82%	91-105%
Hard Zone 4	Say only one word at a time	Really attacking (perhaps on a climb)	Efforts lasting 2-8min	82-89%	106-120%
Very hard Zone 5	Grunt and gasp	Sprinting	Efforts lasting less than 2min	89%-MHR	121%+

# Tour of the Peak

CW  
Difficulty  
rating:  
8/10

This  
year's  
event:  
May 17



62  
miles

1,692  
metres  
ascent

## A classic route designed to take in the splendour of the Peak District

**A**sk any old-hand cyclist about the Tour of the Peak and they'll regale you with stories of a legendary road race, famous for tough hills and tough competitors. This race is no more, but the sportive of the same name includes those same notorious climbs through the Peak District of Cheshire and Derbyshire. So if you ride the Tour of the Peak, you ride in the wheeltracks of heroes. It's a beautiful landscape and a serious challenge for sportivistes.

### Where is it?

The Tour of the Peak start and finish is the Bakewell Showground, Derbyshire, in the southern part of the Peak District National Park. The route takes you over some of its famous passes heading north into the Peak heartland, over rolling dales and open moorland.

### Why ride it?

Quite simply, for the hills. This sportive is hard, but it's a classic. The medium route takes in two famous climbs: short and sharp Winnats Pass, and long and winding Cat and Fiddle, while the long route includes Holme Moss, which featured in 2014's Tour de France. At 115 miles the long route is only for the very fit.

### History

The Tour of the Peak started life as a notoriously tough road race back in 1943, and was last held in 2005. It's been called 'England's Monument', and the list of winners is a who's who of British cycling: Ernie Clements, Robert Millar, Malcolm Elliott, Paul Curran, and many more. The sportive began back in 2009.



### How to enter

The Tour of the Peak is organised by Kilotogo, the team behind other sportives such as the Cheshire Cat, Cornwall Tor, Shropshire Mynd, and Flat Out in the Fens. Entry is online at [www.kilotogo.com](http://www.kilotogo.com).

### HQ details

Bakewell can be reached by road from the M1 via Chesterfield, or from the M6 via Macclesfield and Buxton (and a Cat and Fiddle preview). The showground is on the east side of town, on the A6 from Matlock, and has plenty of parking. The nearest train stations are Buxton and Matlock.

### Where to stay

Bakewell has many places to stay. The best-known hotel is the historic Rutland Arms, while two long-standing favourite B&Bs are Melbourne House and Easthorpe. There are more options at [www.bakewell-accommodation.co.uk](http://www.bakewell-accommodation.co.uk).

### Where to eat

Bakewell is, of course, famous for Bakewell puddings (never call them 'tarts') and several places sell this local delicacy, including the Old Original Bakewell Pudding Shop.

### Local bike shop

Bakewell Bikes [www.bakewellbikes.co.uk](http://www.bakewellbikes.co.uk) is just off Coombs Road not even a mile from the showground, which is the sportive start.



A gratifying day's grind in the Peak District

We've ridden previous editions of the Tour of the Peak sportive, but it's been adjusted recently, including a new start at the market town of Bakewell. So on a cold February morning we set off to sample this year's route and discover if it was as hard as we remembered.

#### Bakewell start

After leaving Bakewell, within the first few miles we were clearly in the Peak, as we faced a stiff little climb out of Ashford-in-the-Water, then a drag up to Monsal Head. Our advice is to take it steady here: there's a long way to go, so you'll be wise to save some energy.

Some other advice for outsiders is to remember the correct name of this region; despite the numerous hills, it's called the Peak round here, never 'the Peaks'.

With 15 miles done, there's a steep drop down a narrow twisting lane to Castleton. In previous years we've seen crashes here, so don't take risks on this descent. You'll need to relax anyway, as a mile later you reach the first big climb: Winnats Pass. You'll see it ahead, twisting skyward between sheer limestone cliffs.

ORGANISER'S TARGET TIMES						
Route	Award	Distance	Ave speed (Mens)	Time	Avg speed (Women)	Time
Long	Gold	115	>17mph	< 6hr 45min	>15 mph	<7hr 40 min
Long	Silver	115	>15 mph	< 7hr 40min	>14 mph	< 8hr 12 min
Long	Bronze	115	>13.5 mph	< 8hr 31min	>13.5 mph	< 8hr 31 min
Medium	Gold	62	>17mph	< 4hr 8min	>14 mph	< 4hr 46 min
Medium	Silver	62	>15 mph	< 4hr 35min	>12 mph	< 5hr 38 min
Medium	Bronze	62	>13.5mph	< 5hr 10min	>11mph	< 6hr 12 min

This early in the day, some riders may not have stretched their climbing muscles. Others might be happy to tackle the 20 per cent gradient with fresh legs. Either way, Winnats is a killer. But don't panic. Every year in this sportive, while some riders are forced to walk, most manage to pedal to the top.

Thankfully, after Winnats there's respite as the medium route descends for four miles, while long route riders branch off to tackle a truly epic loop via the Strines and Holme Moss.

The routes rejoin at Chapel-en-le-Frith, and all riders follow the B4570 to Macclesfield. Local cyclist Aidan Leheup from Matlock CC knows these roads, and warns: "With climbs out of Chapel, then Whaley Bridge, then again after Kettleshulme, this can be a heavy road, especially if there's a west wind." Our advice is to stock up at the Whaley Bridge feed station, get in a group, and work together to minimise damage.

After Macclesfield, the route reaches another legendary hill: the long snaking road called the Cat and Fiddle provides seven miles of near-constant ascent. We went up in thick mist with snow on the ground and it was hard work. Hopefully it'll be better weather in May when the sportive comes through. If this climb doesn't take your breath away, the view certainly will.

Once over the Cat and Fiddle, you can replenish energy reserves at the second feed station. There are a couple more stiff little hills, and then you're on the home run, pretty much all downhill to the finish at Bakewell.

We'll make no bones about it, this will be a tough sportive. The Tour of the Peak road race may have gone, but the hills remain, and they're definitely as hard as we remembered.

# The challenges

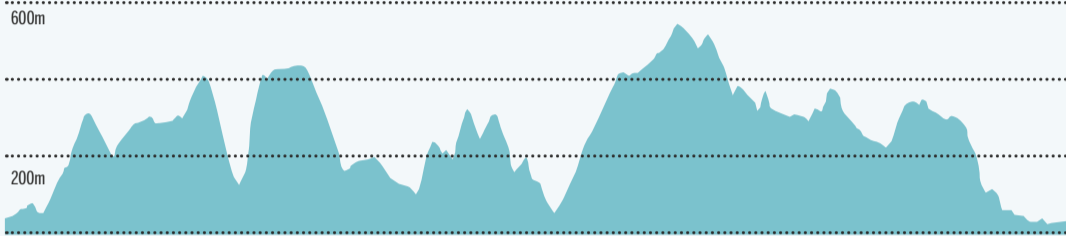
**1 Kettleshulme**  
Insignificant on a map, this hill is a nasty surprise. After Kettleshulme village, you cross a bridge, then climb for a mile as the road winds through trees then open moorland, round a left-hand hairpin to finally reach the top.

**2 Cat and Fiddle**  
It's not that steep, but it's long, with seven miles of ascent, plus sweeping bends and exposed drops that make it the nearest thing to an alpine climb round these parts. There's only one option: sit and pedal it out.

**3 Monyash**  
With 10 miles to go, this last climb — from Monyash village up towards the A515 — will empty your legs of any remaining energy. Let it go. Once you're over the top, it's all downhill to the finish.

## NAIL IT

**4 Winnats Pass**  
Notoriously daunting. Our tip: don't attack. Once past the gift-shop near the foot of the hill there's a temptation to go hard just to keep moving, but beyond the right-hand bend the gradient kicks, so you'll need something in reserve. Even the cattle grids at the top and bottom of the climb can catch the unwary, so keep a straight line as you ride across. For this year's sportive there's a timed section here, with the road closed to car traffic in both directions. So, whatever you do, keep pedalling!



Event website [www.kilotogo.com](http://www.kilotogo.com) | Download the GPX file... [www.kilotogo.com/index.php?option=event\\_detail&event\\_id=91](http://www.kilotogo.com/index.php?option=event_detail&event_id=91)

# Woking Cycling Club

*Matt Lamy* gets up to speed with a young club that welcomes all

**A**nybody hanging around Woking leisure centre car park when *CW* visited might think they had stumbled upon a sportive, such is the impressive attendance on a frankly freezing Sunday morning. There are tall riders, short riders, thin riders and, er, bigger riders — but one thing that unifies them is the Woking CC club kit and cheery disposition. This is a young club, and its youthful enthusiasm is institutional.

After greetings and a quick brief about safety and the route, we set off in groups of 10. Although Woking CC follows British Cycling guidelines it also takes things

a little further and introduces some of its own rules. One is not to cause other road users any unnecessary stress by taking to the road en masse.

## Rock 'n' roll time

As we head out of Woking on the disconcertingly steep Gapemouth Road, I find myself riding alongside Adrian, who resolved to try cycling after spending an hour and a half stuck in a traffic jam on his six-mile commute. True, he laughs, the first time he rode to work it took him two hours, but three years on, and after countless events including the inaugural Surrey 100, he's now a very comfortable bike rider.

Well, comfortable might be overegging the pudding as we both battle for breath on the climb, trying to outdo each other with tales of rock 'n' roll encounters. Adrian trumps me with appearing in a David Bowie video, once finding himself playing a fruit machine with Siouxi Sioux and Lemmy, and — as a young man — asking the bloke in his local pub called Dave what he did for a living only to be told, "I'm the lead guitarist with Pink Floyd."

Each person I draw up alongside has stories to tell. It's sort of like being at a social club on wheels, everyone piping up to add their tuppence worth. The difference is, instead of it all taking place over pints of cheap lager and packets of crisps, the members are sipping from 500ml water bottles and nibbling the occasional banana.

## Open attitude

A glance at Woking CC's very tasteful, but rather tongue-in-cheek jerseys reveals the club's emblem: a shield split

## Club facts

Based: Woking, Surrey

Members: 150

Formed: 2013

Meets: Sat, novices (check website); Sun, 8am, all, Woking leisure centre.

into four with a cake, cup of coffee, pint and a bike making the quarters. While that sums up the club spirit, with a burgeoning range of intra-club competitions and some physically demanding events there's room for riders who are looking for athletic satisfaction, too. This year the club has an entirely doable challenge for its members to complete a 60-mile ride every month.

Woking CC's main recruitment drive has tended to revolve around each year's Tour Series round in Woking. Almost everybody I spoke to told me they'd joined after seeing the club jersey there.

Computer games programmer Mark is a case in point: "I used to love riding my mountain bike, so I thought, wouldn't it be

## History

The idea of creating Woking CC came about back in February 2013 thanks to two local cyclists: Paul Down and Graham Harrison. The two friends spent most Sunday mornings riding the Surrey Hills enjoying the exercise, the banter and the coffee and cake stops. However, with waves and shouts of 'hello' often ignored, they started to feel a bit frustrated by the elitism and snobbery demonstrated by other club riders and individuals.

So they registered Woking Cycling Club with British Cycling, started a website and a Twitter account, and then posted a notice of the first club ride (May 5, 2013). A grand total of four riders turned up. However, with exposure in

the local press, the Tour Series coming to Woking, Tour de France success for British riders, plus the local cycling festival that Woking CC participated in, the club had reached 50 paid-up members by the end of summer 2013.

It's not all been plain sailing. Initially the majority of the work was done by Paul, but it soon became clear that more help was needed. Woking CC now has an eight-strong committee, which manages everything from competitions and social activities, to ride leader responsibilities and the routes for Sunday club rides.

Less than two years since its inception, Woking CC now has 150 members with a mixture of ability, skill and fitness. Last year it ran a series of 10-mile

time trials and hill-climb events. And it has a thriving Facebook group where all members can chat, organise rides, buy and sell kit and generally share cycling stories and opinions. The Woking CC Twitter account (@WokingCC) now has more than 900 followers and the website receives more than 1,000 hits a week.

## Past champions

Woking CC is a young club, and was formed with a commitment to cycling enjoyment rather than competition, so it doesn't boast a huge roll call of past champions. However, it did host its first club time trial and hill-climb last year where the winners were Stephen Price (TT) and Mark Pearce (hill-climb).

## Achievements

- Tour Series 2014 — Woking CC won the Community Race.
- Club members have spent in excess of £10k on club kit.
- A Woking CC team entered the Tour of the South-East and won hill-climb jerseys.





# Woking club run

## Ride highlights

**1 Farnborough** For anyone with military interests, the route takes you between Farnborough and Aldershot, past a host of barracks and military installations.

**2 Crondall to Bentley** With far-reaching views and fields to either side, the roads from Crondall to Bentley are quiet and calming — perfect cycling territory, in fact.

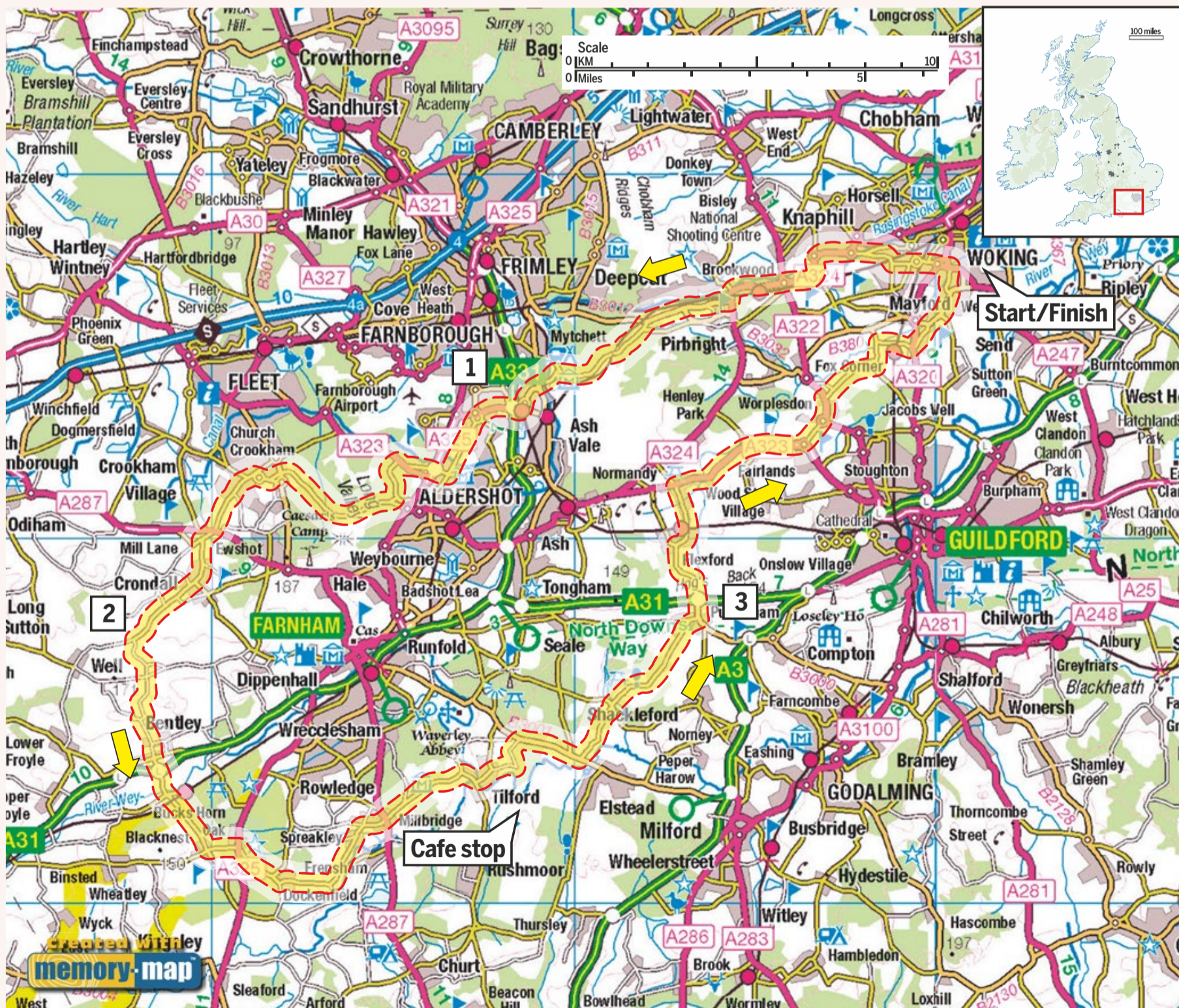
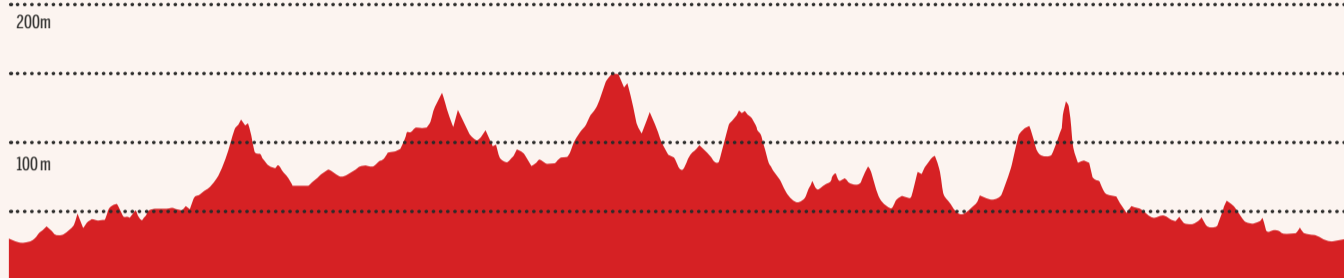
**3 Hog's Back** A short, sharp shock, this climb was used in last year's Tour of Britain. Many of the club rode out to watch, and were delighted to see the pros struggling up it.

**47 MILES**

### Favourite cafe

Old Kiln Cafe (Reeds Road, Tilford, Farnham, Surrey, GU10 2DL; Tel 01252 795571; [www.rural-life.org.uk](http://www.rural-life.org.uk))

The Rural Life Centre on the way to Tilford might be the largest museum dedicated to countryside ways in the south of England, but its Old Kiln Cafe is also a fine place to stop off for a cuppa and a natter. Best of all, as well as a plentiful selection of cakes and coffees, on frosty mornings like the day we visited, they can also fry up a mean bacon roll, sausage sandwich or hot breakfast.





Cold comfort: the temperature's low but spirits are high

## Meet the club



Julian Keeley: "I'd always been daunted by other cycling clubs, but Woking CC are about encouragement"



Debbie Aldous: "I started with a social ride and now I'm club secretary and a ride leader"



Woking CC's vibe is always friendly



The climbing begins but no one will be left behind



Mark Stacey: "I joined to explore the club's social side but before long I was doing the ride for new cyclists"

great to get cycling again? Then I was watching the Tour Series on TV and I could see all these people wearing Woking CC jerseys. So I met them in the pub and they soon talked me into coming on an introductory ride."

Most have only become members in the last year or so. One of the beauties of younger clubs is that there is no sense of 'establishment',

no old hands demanding respect or insisting that their way is the right way. It's a refreshing attitude.

And speaking of refreshments, the cafe stop reminds you this is still most definitely a bike club. With breaths caught, it's time for cakes, coffees and a fair bit of communal ribbing. Yet, the club members still take the time to let me know where

the hills are on the run back to Woking — I'm not sure all bike clubs would treat a CW correspondent with quite so much consideration!

Soon we're back on the bikes and flying homeward. By the time we finish I realise I could tell you more about the people I met than the route we took. But, after all, isn't that what a club should really be about? ■



Adrian Clarke: "There's room for everybody; whether you want to chat or go faster the club caters for you"

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# Nick o' Pendle

Sabden, Lancashire



The Lancs ascent is a National Hill Climb institution

Simon Warren

**I**n 1988 the great Chris Boardman won the first of his four National Hill-Climb titles on this famous climb; in fact, Nick o' Pendle has been used five times as the venue to decide the nation's best climber. Riding a 60in fixed

gear (40x18), Boardman's time of 3-29 is still the course record to this day.

Rising from Sabden, the road climbs up over the edge of Pendle Hill, ramping up right away as the Clitheroe Road touches 14 per cent almost from its base. Don't

burn all your matches here, as there's plenty of tough climbing to come.

As you leave the village behind and enter open country the ascent relaxes a little, but you're now at the mercy of whatever weather you may, and likely will, encounter on its slopes.

Here is where this climb earned its fame, as the relentless gradient hits a max of 16 per cent on the approach to the gaping jaws of a cattle grid, which further slows your progress. Things don't get much easier all the way to the summit, which is cut into the wonderful grassy hillside of this true British classic.

**CW**  
Difficulty  
rating:  
6/10

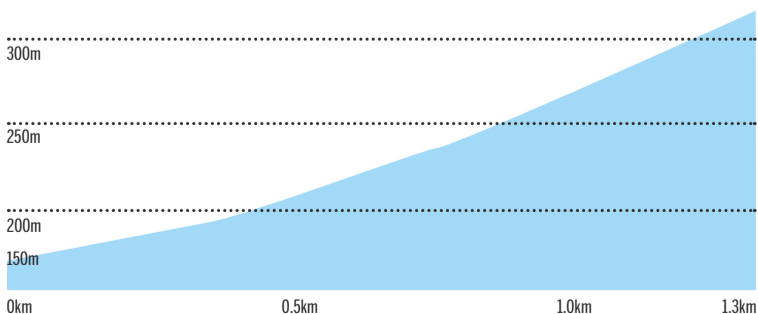
## The stats

**WHERE** The base lies in the centre of Sabden where Padiham Road becomes Clitheroe Road and heads north-west.



**KOM Top Tip** Don't go too hard at the bottom

**1.3km** Length  
**311m** Summit height  
**145m** Height gain  
**11.1%** Average gradient  
**16%** Max gradient



Strava file: [www.strava.com/segments/6688055](http://www.strava.com/segments/6688055)



Photo: Bernard Thompson

Ordnance Survey mapping © Crown copyright. AM46/13. Created with Memory-Map

# Lone Stannard outfoxes Etixx



## Sky Brit storms to victory at early-season Classic

Words: Richard Moore Photos: Cor Vos

**T**hree against one looked like hopeless odds as Ian Stannard (Team Sky) raced towards Ghent and the finish of Het Nieuwsblad on Saturday.

The Englishman was in a four-man break that included three members of the all-conquering Etixx-Quick Step team: four-time Paris-Roubaix winner Tom Boonen, defending Roubaix champion Niki Terpstra and their strong domestique, Stijn Vandenbergh.

Then, one by one, Stannard eliminated all three. Vandenbergh was the first to be dropped after Boonen launched a ham-fisted attack with 5km remaining. When Stannard caught him and counter-attacked it effectively ended Boonen's race.

There was still Terpstra to take care of. But the Dutchman bizarrely took the lead as they approached the finish, giving Stannard the perfect lead-out. He didn't need a second invitation and sprinted around Terpstra to raise his arms for the sweetest of victories.

Yet perhaps the most significant moment in the race had come much earlier, on the cobbles of Karel Martelstraat, with 49km to race. It was here that Sep Vanmarcke, who looked the strongest in what was originally a

five-man break, suffered a puncture. The LottoNL-Jumbo rider then joined a three-man chase that closed the gap to the front four to just 20 seconds, forcing the three Etixx men to keep hammering at the front while Stannard sat in and bided his time.

"I was a little bit worried because I thought they were going to attack me pretty hard," said Stannard, "but the group behind was only 20 seconds back so they couldn't play too much."

The moment Stannard believed he could win was when he followed Boonen's attack. "When you ride up to a guy like that you know your legs are pretty good," he said.

It was a popular win for a rider who triumphed here 12 months ago then broke his back a month later in a terrible crash at Ghent-Wevelgem. Not everybody was happy, though, with Patrick Lefevere, the Etixx team manager, critical of Stannard for not helping his riders.

Lefevere sounded a sour note as he said of Stannard: "He won, he's a strong rider, but in my eyes it is not a big win."

**"It was a popular win for a rider who won here 12 months ago"**



Stannard bides his time at the back of the line

### Luke Rowe's pit-stop attack

Luke Rowe admitted that his attack in the final 50km was not part of the Team Sky strategy. "To be honest it was because my bike was broken," he said. "I attacked hoping to get a bit of a gap then change my bike and get back into the peloton." That didn't happen. Instead, Rowe's attack was the catalyst for the race-

winning move. Rowe was never able to change his bike, but still won the bunch sprint for ninth.

### Lefevere bigs up Boonen

Patrick Lefevere thinks that Tom Boonen still has a big Classic victory in him, despite being 34 and recently becoming a father to twins. "In Flanders every day a thousand people become fathers," said

Lefevere, the Etixx-Quick-Step team manager. "It's not so nice if he wakes up in the middle of the night but he's like anyone else, he's not special. And he's still hungry to win."

### McLay blocked in Belgium

Dan McLay, the British rider who has joined the French Bretagne-Séché team and recently won

a stage of the Tropicale Amissa Bongo in Africa, did not carry his winning form into Belgium, complaining of "blocked" legs at Het Nieuwsblad. Paris-Roubaix is his big early target, but so is improving his French: "Mine isn't great at the moment but I'm starting to understand a bit and hopefully it'll come the more I'm away with the team."

3

Etixx-Quick Step riders in the breakaway

200.2km

Race distance

11

Cobbled climbs

10

Flat sections of pavé (cobble)

40.217

Average speed in kph

1997-1998

Last time a rider – Peter Van Petegem – won consecutive editions



Results

1. Ian Stannard (GBR) Team Sky, 200km in 4:58.41; 2. Niki Terpstra (Ned) Etixx-Quick Step same time; 3. Tom Boonen (Bel) Etixx-Quick Step at 8 seconds; 4. Stijn Vandenbergh (Bel) Etixx-Quick Step at 15 seconds; 5. Sep Vanmarcke (Bel) Team LottoNL-Jumbo at 1.24; 6. Greg Van Avermaet (Bel) BMC Racing Team st; 7. Zdenek Stybar (Cze) Etixx-Quick Step at 1.29; 8. Philippe Gilbert (Bel) BMC Racing Team at 4.36; 9. Luke Rowe (GBR) Team Sky at 4.55; 10. Arnaud Démare (Fra) FDJ st.



Podium regular, Lizzie Armitstead

# Armitstead takes third

Lizzie Armitstead (Boels-Dolmans) continued her trend of finishing on the podium but just missed out on the win in the women's edition of Het Nieuwsblad. The British rider, last year's World Cup winner, led the chasers into Ghent, winning the 18-woman sprint for third only 14 seconds behind Anna Van Der Breggen (Rabo-Liv) and her team-mate, Eleonora Van Dijk.

The 122km race came to life on the Paterberg when the peloton began to split and a group of 14 emerged at the front, including defending champion Amy Pieters (Liv-Plantur) and 2013 winner Tiffany Cromwell (Velocio-SRAM).

Van Dijk, the 2014 Tour of Flanders winner, and Van der Breggen, in her first race since a serious crash in the team time trial at last year's World Championships, then went clear when Van Dijk attacked on the Molenberg with 35km remaining. The leaders gained a minute but the gap tumbled in the closing kilometres. Into Ghent it was Van der Breggen who marked her comeback from a broken pelvis with her biggest win. For Armitstead's team, Boels-Dolmans, it was a similar outcome to Etixx in the men's race: three in the top four, with Chantal Blaak fourth, but no win.

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# One score another win

**C**ontinuing their domination of early season road races, One Pro Cycling took a one-two in the Severn Bridge Road Race near Bristol on Sunday, with George Harper taking the win.

The 22-year-old from Andover sprinted home ahead of team-mate Yanto Barker to add to victories already secured by the team in the Clayton Spring Classic and Perfs Pedal Race.

First year senior Eddie Dunbar took third for NFTO after being active throughout the 100km, 10-lap race.

NFTO did taste victory elsewhere, in the Café Velo Spring Sprint at Llantwit Major, South Wales; James Lewis took the win ahead of Joe Holt (County Cycles).

Mike Jackson (CC Luton) won the Crest Spring Road Race in Essex, completing the 17 miles in just less than three hours, holding off Strada Sport's Chris Jackson. And in Cheshire, Andrew Magnier (Giordana RT) won the Lach Dennis Spring Classic in a five-rider sprint finish.

In time trials, Matt Bottrill (www.drag2zero.com) opened his season with a course record in Kettering CC's Mark Bell Memorial Hilly 20 in Northamptonshire.

Bottrill defied the strong winds to clock 41.52 beating his 2013 mark by 19 seconds. He beat second-placed Andy Jackson (Team Swift) by more than 1.5min.

Veteran Conrad Moss (Mid Devon CC) won the Plymouth Corinthian CC's hilly 13, based on Ermington, in 29.09.

Rhys Howells (Richardsons Trek RT) was a commanding winner of Hainault RC's SPOCO South East hilly 50km test for the second year running. His 1:06.56, two minutes faster than last year, gave him a winning margin of more than six minutes — although the ride of the day probably came from 14-year-old Theo Modell (East London Velo), whose 1:16.54 gave him sixth place.

The Chippenham and District Wheelers Hardriders event was reduced from 24 to 19 miles as a result of traffic lights on the course, and produced a dead heat for first place between Dean Robson (Cheltenham and County CC) and Rob Pears (Pro Cycling Magazine RT) in 40-02.

**Performance of the week**  
NFTO's first-year senior Eddie Dunbar spent much of the Severn Bridge Road Race in attack mode. The 18-year-old from Ireland was part of the decisive early break, he escaped off the front with Yanto Barker with two laps left, was crowned King of the Mountains and had enough left in the tank to hold on for third place.



George Harper:  
Severn Bridge win

## Time trials

### Sunday, March 1

#### Hainault RC Hilly 50km (Navestock Side, Essex):

1. Rhys Howells (Richardson Trek RT) ..... 1:06.56
  2. L. Walton (East London Velo) ..... 1:13.13
  3. G. Turnock (Finsbury Park CC) ..... 1:14.09
  4. P. Caton (MG Horizon CT) ..... 1:15.21
  5. T. Davies (Icknield RC) ..... 1:16.09
  6. T. Modell (East London Velo) ..... 1:16.54
  7. A. Blackie (Rapha CC) ..... 1:18.04
  8. M. Bond (Kenton RC) ..... 1:19.05
  9. A. Eason (Chelmer CC) ..... 1:19.07
  10. C. Lewin (Blackhawk bikes.com) ..... 1:19.21
- Team:** East London Velo (Walton, Modell, Chris Herring 1:20.22) 3:50.29. **Group A:** Paul Caton.  
**Group B:** Theo Modell. **Group C:** Duncan Coutler (Rapha CC) 1:22.03.  
**Youth/women:** Theo Modell.

#### Banbury Star CC Hardriders 23 (K4/23, Wroton, Oxfordshire):

1. Tejvan Pettinger (Sri Chinmoy CT) ..... 52.26
  2. D. Bigham (Beeline Cycles RT) ..... 53.13
  3. D. Axford (Arctic Tacx RT) ..... 53.47
  4. S. Wilson (Bonito Squadra Corse) ..... 55.48
  5. K. Moseley (Stourbridge Velo) ..... 55.54
  6. J. Middleton (Media Velo) ..... 56.41
  7. T. Hastie (Team Jewson-MI Racing) ..... 56.48
  8. J. Belcher (Banbury Star CC) ..... 56.51
  9. M. Nell (Team Jewson-MI Racing) ..... 56.52
  10. I. Heming (Team Echelon-Rotor) ..... 57.13
- Women:** Philippa Shubert (High Wycombe CC) ..... 1:09.57.  
**Veterans on target time:** Karl Moseley ..... +6.25.

#### Sussex CA 23 (GS194, Handcross, West Sussex):

1. Chris McNamara (Pedal Heaven RT) ..... 53.24
  2. L. Maybank (Twickenham CC) ..... 54.31
  3. J. Dewey (Dorking CC) ..... 55.46
  4. K. Lea (Paceline RT) ..... 55.53
  5. T. Glandfield (Lewes Wanderers) ..... 56.00
  6. P. Morris (Team ASL 360) ..... 56.08
  7. C. Jordaan (Redhill CC) ..... 56.51
  8. W. Hayter (London Dynamo) ..... 58.18
  9. S. Kennett (GS Stella) ..... 58.21
  10. G. Starling (Brighton Mitre CC) ..... 58.28
- Team:** East Grinstead CC (Christian Yates, Paul Winkley, Ben Hardisty) ..... 3:19.11.  
**Women:** Amy Forshaw (Trainsharp RT) ..... 1:06.51.  
**Veterans on std:**  
Tim Stevens (34 Nomads) ..... +5.07.

#### Kettering CC Mark Bell Memorial Hilly 20 (Lowick, Northants):

1. Matt Bottrill (www.drag2zero.com) ..... 41.52
  2. A. Jackson (Team Swift) ..... 43.30
  3. M. Sinclair (Lutterworth Cycle Centre RT) ..... 44.09
  4. J. Gurney (Arbis-Colbert Cycles RT) ..... 45.51
  5. B. Harwood (Terry Wright Cycles RC) ..... 46.01
  6. P. Melling (45 Road Club) ..... 46.42
  7. G. Hinxman (Kettering CC) ..... 47.09
  - =8. M. Burke (Welland Valley CC) ..... 48.52
  - =8. S. Vincent (Team Zenith (-GC Cycling) ..... 48.52
  10. R. Wood (Arbis-Colbert Cycles RT) ..... 49.05
- Team:** Lutterworth Cycle Centre RT (Sinclair, Andrew Green 50.06, Neil Holden 51.56) 2:26.11.  
**Women:** Linda Hubbard (Welland Valley CC) ..... 58.46.  
**Over-40:** Jason Gurney.

#### Plymouth Corinthian CC 13 (Ermington, Devon):

1. Conrad Moss (Mid Devon CC) ..... 29.09
2. H. Savell (Cycle Sport South Hams) ..... 30.43

3. T. Moran (Plymouth Corinthian CC) ..... 31.12
4. P. Walshe (City Cycle Couriers RT) ..... 31.14
5. M. Earl (Plymouth Corinthian CC) ..... 31.26
6. N. Todd (Tavistock Wheelers) ..... 31.28
7. I. Cullen (Mid Devon CC) ..... 31.36
8. P. Bray (Plymouth Corinthian CC) ..... 31.39
9. A. Schwendel (Exeter Wheelers CC) ..... 32.41
10. K. Digby (Plymouth Triathlon Club) ..... 32.44

**Over-40:** Conrad Moss.

**Over-50:** Tom Moran.

**Over-60:** Phil Young (Alltrax) ..... 36.26.

**Women:** Lauren Dolan

(Giant CC Halo Films) ..... 36.01.

### Saturday, February 28

#### Nova CC 2-up 25 (Gawsworth, Cheshire):

1. Jon Surtees (Team Swift) and Ben McIntosh (Crewe Clarion Wheelers) ..... 55.47
2. J. Cross and S. Burns (Manchester Wheelers) ..... 56.27
3. P. Robinson and S. Turner (Lyme RC) ..... 57.02
4. M. Hassall and S. Fidler (Dave Hinde RT) ..... 58.02
5. A. Tubb and L. Brozman (Wills Wheels CC) ..... 58.52
6. P. Warburton and A. Winstanley (Liverpool Phoenix CC) ..... 59.18
7. P. Horton (Stourbridge Velo) and J. Ratcliffe (Fred Williams Racing) ..... 59.38
8. A. Gorton and D. Brejwo (East Lancs RC) ..... 1:00.56
9. A. Robinson (Out of the Saddle) and J. Spearman (Seamons CC) ..... 1:01.24
10. B. Palmer and J. Booth (Dave Hinde RT) ..... 1:02.19

#### Chester Road Club 14

##### (D14/2, Broxton, Cheshire):

1. Giles Drake (Leisure Lakes) ..... 30.23
  2. D. Crawley (Fibrax-Wrexham RC) ..... 30.47
  3. D. Williams (Fibrax-Wrexham RC) ..... 31.39
  4. B. Charlton (Swinnerton Cycles) ..... 32.37
  5. C. Edmondson (Fibrax-Wrexham RC) ..... 32.45
  6. M. Colclough (NFTO Race Club) ..... 33.04
  7. J. Holmes (Crewe Clarion Wheelers) ..... 33.07
  8. M. Gilbert (Fibrax-Wrexham RC) ..... 34.14
  9. P. Pearce (Cover Your Car) ..... 34.35
  10. G. Thompson (Anfield BC) ..... 34.41
- Team:** Fibrax Wrexham RC (Crawley, Williams, Edmondson) ..... 1:35.11.  
**Women:** Gina Riley (Chester RC) ..... 37.06.  
**Juniors:** Jamie Holmes.  
**Veterans on target time:** Barry Charlton ..... +4.46.

#### Rossendale RC hilly 11

##### (L112, Bolton by Bowland, Lancs):

1. Adam Hartley (PH-MAS Cycling) ..... 24.07
  2. Craig Battersby (Team Chronomaster) ..... 24.34
  3. Pete Williams (One Pro Cycling) ..... 25.16
  4. Sam Ward (Alba Rosa CC) ..... 25.27
  5. Ewan Farrow (Ilkley CC) ..... 25.36
  6. Ben Lane (GS Metro) ..... 25.47
  7. Mark Haydock (North Lancs RC) ..... 25.53
  8. Adam Robinson (Vision Racing) ..... 26.08
  9. Joshua Hunt (One Pro Cycling) ..... 26.18
  10. Mark Nulty (Glossop Kinder Velo) ..... 26.22
- Women:** Jan Scotchford (North Lancs RC) ..... 30.55.  
**Juniors:** Adam Hartley.  
**Veterans:** Craig Battersby.  
**Over-50s:** Dougi Hall (Border City Wh) ..... 27.50.  
**Over-60s:** David Hargreaves (North Lancs RC) ..... 28.42.  
**Over-70s:** Harry Haseley (North Lancs RC) ..... 34.40.

## Road racing

### Sunday, March 1

#### Severn Bridge Road Race (Bishop Sutton, Bristol):

- E, 1, 2, 3:** 1. George Harper (One Pro Cycling) 100 kilometres in 2:46.45; 2. Y. Barker (One Pro

Cycling); 3. E. Dunbar (NFTO) all same time; 4. W. Bjergfelt (SportGrub-Kuota) +0.41; 5. M. Bialoblocki (One Pro Cycling) +1.23; 6. R. Partridge (NFTO) +1.34; 7. R. Lloyd (NFTO) +2.07; 8. R. Townsend (Pedal Heaven RT) +2.55; 9. L. Frost (Tri UK) +3.00; 10. G. Zechmann (London Phoenix CC) +3.50. **2nd Cat:** Lee Frost. **Primes:** Eddie Dunbar.

#### **Crest Spring Road Race (Saffron Walden, Essex):**

**2, 3, 4: 1. Mike Jackson (CC Luton) 71 miles in 2:59.00;** 2. C. Jackson (Strada Sport); 3. V. Divine (Finchley RT); 4. P. Gras (Cambridge CC); 5. B. Krylander (Cambridge CC); 6. C. Palfreeman (Arbis-Colbert Cycles RT); 7. J. Burrill (Peterborough CC); 8. T. Trimble (CC Ashwell); 9. M. Ruepp (Strada Sport); 10. S. Dines (CC Luton).

#### **Lach Dennis Spring Classic (Knutsford, Cheshire):**

**2, 3, 4: 1. Andrew Magnier (Giordana RT) 50.2 miles in 1:49.00;** 2. P. Barusevicius (All Terrain Cycles); 3. M. Nowell (Kuota-Spinerger GSG); 4. K. Zentek (Team Chronomaster); 5. S. Percival (GMC Fire Services) all same time; 6. R. Ashcroft (VCUK) +3.27; 7. S. Fidler (Dave Hinde RT) st; 8. J. Backhouse (Audlem CC) +4.14; 9. J. Booth (Dave Hinde RT) +4.33; 10. R. Holmes (Bott CT) +4.40.

#### **Saturday, February 28**

#### **Redbridge CC Spring Warm-Up Race 1 (Essex) 2, 3, 4:**

**1. Wojciech Szlachta (unattached);** 2. T. Fitzpatrick (Terra Safety Shoes); 3. C. Page (Edgware RC); 4. J. Tresham (Corley Cycles-Drops RT); 5. S. Redding (Easton Ritte); 6. F. Pett (Team V02 Bikes); 7. B. Adamo (London Phoenix CC); 8. C. Kennedy-Scott (CC Hackney); 9. C. Jolly (Hillingdon Slipstreamers); 10. L. Morgan (Corley Cycles-Drops RT).  
**4th Cat: 1. Timothy Torrie (Lee Valley Youth CC);** 2. C. Clarke (Kingston Wheelers); 3. R. Clark (Hertfordshire Wheelers); 4. D. Clark (UCL Union); 5. A. Lovelock (Velo Schiils-Interbike RT); 6. C. Passfield (unattached); 7. F. Fitzgerald (UCL Union); 8. J. Kobylinski (Ipswich BC); 9. A. Tiller (Glendene CC); 10. J. Ryman (Bigfoot CC).

**Women: 1. Sophia Chastell (M&D Cycles);** 2. E. Stedman (University of Sheffield CC); 3. T. McGee (London Phoenix); 4. R. Maynard (Welwyn Wheelers); 5. A. Wood (Redbridge CC).

#### **Winter Warrior Race Series Round 1 (Salt Ayre Sports Centre, Lancaster):**

**E, 1, 2, 3, 4: 1. Dillon Byrne (VCUK RT);** 2. S. Wilson (Polypipe CT); 3. R. Scott (VCUK PH-MAS); 4. D. Allonby (unattached); 5. R. Pike (High On Bikes RT); 6. T. Bracegirdle (Team Handi-Ness); 7. J. Gullen (Velosure Starley Primal); 8. L. Mullen (Lancaster University CC); 9. R. Coulton (Salt Ayre Cog Set); 10. B. Smith (Leisure Lakes Bikes).

**Probike.com prime:** S. Wilson.

**4th Cat: 1. Ben Joughin (Pro Vision Cycle Clothing);** 2. A. Disley (Harry Middleton CC); 3. K. Evans (Harry Middleton CC); 4. J. Heald (Racepace); 5. D. Huck (Lakes RC); 6. A. Bradley (Pro Vision Cycle Clothing); 7. T. Lowe (Lancaster University CC); 8. B. Slaven (Racepace); 9. J. Hannam-Pearson (Lancaster University CC); 10. J. Steel (Lancaster University CC). **Probike.com prime:** B. Joughin.

**Women 1/2/3: Frances White (Team Jadan);** 2. G. Webster (Harry Middleton CC); 3. M. Scott (PH Mas VCUK); 4. G. Duckworth (Lune RCC); 5. H. Righini-Brand (unattached); 6. G. Sargent (Racing Change Foundation); 7. M. Bailey (Vision Racing); 8. J. Blakely (unattached); 9. D. John (Lune RCC); 10. C. Rutherford (Team Wheelguru).

#### **Velo29 Winter Series Round 7 (N. Yorkshire):**

**E, 1, 2, 3, 4: 1. Alex Dalton (Squadra RT) 29.8 miles in 1:14.20;** 2. C. Donaldson (Alnwick CC); 3. J. Varley (unattached) both same time; 4. E. Kirkbride (North City Velo CT) +0.06; 5. J. Rees (Achieve Northside Skinnergate); 6. F. Brennan (North City Velo CT); 7. J. McGlynn (unattached); 8. A. Scorey (Berwick Wheelers CC); 9. A. Luhrs (Achieve Northside Skinnergate); 10. C. Swift (Polypipe CT) all same time.

**4th Cat: 1. David Beattie (Hawick CC) 41.17;** 2. D. Cordner (Durham University CC); 3. F. Robinson (Allen Valley Velo); 4. D. Slatter (Berwick Wheelers CC); 5. D. Leaming (Yh Training Scarborough RC); 6. C. Horseman (Rock to Roll Cycles); 7. S. Massey (Team WattCycle); 8. D. Trotter (Giant York RT); 9. D. Blythe (Berwick Wheelers); 10. O. Brailsford (Geared Up Cycles) all same time.

**Women 2, 3, 4: 1. Seonaid Thompson (Albarosa CC) 40.26;** 2. A. Hibbs (Team WattCycle) +0.01; 3. L. Scupham (Scarborough Paragon CC) same time; 4. M. Bergstram (DSUK) +0.16; 5. A. Weaver (Team WattCycle) +1.50; 6. E. McDermott (Team Watt Cycle); 7. N. Moore (Squadra RT); 8. C. Marshall (Team WattCycle); 9. L. Burnie (GB Cycles.co.uk); 10. J. Batey (Team Watt Cycle).

**Under-16 boys: 1. Jack Ford (Holmfirth CC);** 2. J. Brown (Holmfirth CC); 3. C. Walker (Clifton CC).

**Under-14 boys: 1. Matti Egglestone (Beacon Wheelers);** 2. J. Wilson (Achieve Northside Skinnergate); 3. F. Cooper-Oldroyd (Paul Mines-Bradford Olympic CC).

**Under-12 boys: 1. Riley Blackmore (Pedalsport CC);** 2. M. Wells (Tyneside Vagabonds CC); 3. A. Savage (Furness Future Flyers).

**Under-8 boys: 1. Ben Scott (Newcastle Phoenix CC);** 2. M. White (Stockton Wheelers CC); 3. M. Bell (Beacon Wheelers).

**Under-16 girls: Alana Prior (Stockton Wheelers CC).**

**Under-14 girls: 1. Ava Oxley-Szilaggi (PH MAS VCUK);** 2. M. Vasic (Eastlands Velo); 3. E. Smith (Fossa Racing).

**Under-12 girls: 1. Adele Taylor (Clifton CC);** 2. B. Orchard (Newcastle Phoenix CC).

**Under-10 girls: 1. Kacey Eyeington (Stockton Wheelers CC);** 2. D. Freer (Stockton Wheelers CC).

#### **Sunday, February 22**

#### **Forza Cycles Season Opener (South Glamorgan):**

**E, 1, 2: 1. Zach Minto (Cardiff JIF);** 2. M. Beckett (Cardiff JIF); 3. B. Simmons (Team Wiggle); 4. D. Davies (unattached); 5. A. Hoskins (Cardiff JIF); 6. R. Williams (Swansea University RT); 7. J. Eldridge (NFTO Race Club); 8. J. Holt (County Cycles RT); 9. T. Grigson (Radeon Cycle Coaching); 10. J. Harcourt (Urban Cyclery).

**2, 3: 1. Ashley Hutchison (VC St Raphael);** 2. A. Hoskins (Cardiff JIF); 3. Z. Minto (Cardiff JIF); 4. M. Beckett (Cardiff JIF); 5. R. Evans (Live2Ride Sunwise); 6. D. Gough (Swansea University RT); 7. V. Thomas (Forza Cycles RT); 8. G. Llewellyn (Swansea University RT); 9. D. Davies (unattached); 10. J. Harcourt (Urban Cyclery).

**3, 4: 1. Vincent Thomas (Forza Cycles RT);** 2. G. Llewellyn (Swansea University RT); 3. D. Gough (Swansea University RT); 4. S. Meek (Cardiff JIF); 5. J. Lockett (Cardiff University Marmots); 6. D. Long (Acme Wheelers (Rhondda) CC); 7. A. St. Hill (Forza Cycles RT); 8. E. Davies (Cardiff JIF); 9. D. Butcher (Leicester Forest CC); 10. N. Taylor (unattached).

**Women: 1. Emily Haycox (Cardiff Ajax CC); 2. J. Rees (Cardiff JIF);** 3. A. Willey (Onit Cycles WRT); 4. A. Thorbjørn (Cardiff JIF); 5. G. Hughes (County Cycles RT); 6. J. Lloyd (Cwmcaron Paragon CC); 7. L. Pittard (unattached); 8. H. Morris (Onit Cycles WRT); 9. J. Jones (Cardiff University Marmots); 10. A. Zachary (Swansea University RT).



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**PINARELLO.** Pinarello FP2, team Sky colours, full carbon, Shimano 105 group set, 53cm frame, brand new chain, recently serviced, recently replaced Michelin pro 4 tyres. Selling due to frame too big. 1 owner. Collection only. £1,300 o.n.o. Staffordshire. Tel: 07749 688702. Email address: Donna.gerrity@aol.co.uk 5/3



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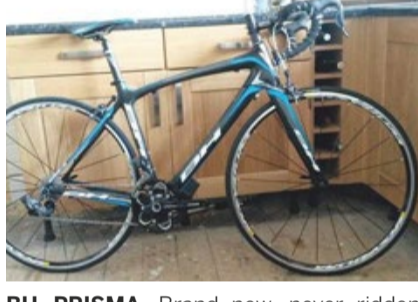
**KUOTA KUARRO.** In red, black and white stunning finish. Absolutely no marks. New February 2014 but only used for 3 months due to serious injury and never used in the wet. Ultegra Di2 11 speed, gears and transmission. 50x34 chainset brand new. Fizik Aliante. Kuota carbon aero seat pin. Deda stem, Pro bars. Shimano Aksium wheels as new. Could be sold with Mavic CC40 deep section carbon wheels at higher price. CC 40s have carbon hub and Ti skewers. Both wheels sets with as Mavic tyres. £1850 with Aksium wheels. £2500 with Mavic CC40 carbon wheels. Northampton / Milton Keynes. Tel 07855 270403. Email: donparry\_1@hotmail.com 12/3



**FOCUS CULEBRO TRIA.** Bike in a mint condition, never ridden on the road. Medium (53 cm) aluminium frame, carbon fork, Shimano Dura Ace shifters and back derailleur, Ultegra brakes and front derailleur, FSA Vision alloy bullhorn wing handlebars, Vision TT alloy extensions, FSA Gossamer crank, Swiss DT wheels. £800 ono. Winchester, Hampshire. Tel: 07763 145187. Email: vandajeffreys@hotmail.com 12/3



**GOKA GREENWICH.** Superb Carbon Frame and all Carbon Accessories. Campagnolo Carbon Super Record with carbon Super Record Compact Chainset. Campag. Zonda Wheels. Very responsive bike and a superb descender as relished in the Pyrenees. Reluctant sale owing to health reasons. £1200. Heathfield East Sussex. Tel: 07531 910604. Email: keithsavell@gmail.com 5/3



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**PINARELLO ROKH ULTEGRA.** 53cm (I'm 180cm tall, and it fits perfectly). Bike is in immaculate condition (no scratches or damage). Cost £3000 new. Full Shimano Ultegra 6700 groupset, brakes, and pedals. Only modification is the addition of the Selle Italia saddle. £1500. Derby. Tel: 07557 101137. Email: stevegrocott189@gmail.com 12/3



**CANNONDALE.** 2013 Caad 8 Tiagra in team colours, size 54. Upgraded brakes to Shimano 105 and Swissstop Green pads. Upgraded saddle (not pictured) to Fizik Antares in green/white and green Fizik bar tape. Ltd edition CatEye Strada green computer, green Bontrager bottle cages and Shimano 105 pedals included. Not used in 6 months due to new bike. Small chip on seat stay due to turbo trainer. Well maintained at local bike shop, new bottom bracket fitted. £425. Tamworth. Tel: 07729 499875. Email: davehanson83@gmail.com 5/3



**BIANCHI.** Infinito CV 53cm new build. Full Campagnolo record groupset. Fulcrum racing zero wheelset. Fizik finishing kit. £3500. Edinburgh. Tel: 07775 926536. Email: stephensmyth123@btinternet.com 5/3



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**BIANCHI.** 52cm with alloy frame. Coloured Celeste and gold Campag Veloce throughout with Campag electron wheels. 18 gears (2x9). Near new condition, little used due to illness of owner. Photos available on request. Price £600. Phone 01564793376 (Warwicks) Email jvbaxter@tiscali.co.uk 12/3



**SCOTT CR1.** 54cm frame size. This bike has had very little use as I had to have my knee operated on soon after I bought it. I guess its done less than 200km. £685. Near Aberfeldy. Tel: 07787 492702. Email: ian.powolny@gmail.com 12/3



**GIANT FOR SALE.** my 2013 Giant TCR advanced 2 . 105 Group set. Ridden 1050 dry miles. Very well looked after and maintained Fantastic bike to ride, very fast and climbs very well. £950 ono. Derby. Tel: 01332 573251. Email: kiwimagic64@gmail.com 12/3

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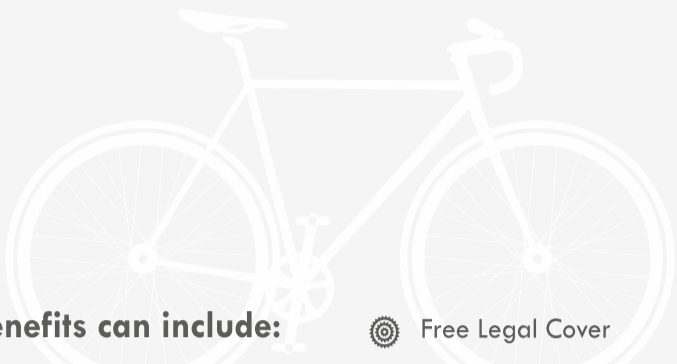
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# Dr Hutch

Watching an Hour record attempt with a difference, free from the impositions of time and distance

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**T**he latest instalment of the Hour record saga happened last week.

Out-of-contract Dutch pro Thomas Dekker made an attempt to beat Rohan Dennis's 52.491km, in Aguascalientes in Mexico. He was hoping to benefit from the 1,900m altitude (theoretically worth up to an extra 2km), and thereby help advertise his services to a team.

The TV coverage of the recent spate of attempts has been a bit patchy. From Mexico we got reasonable live footage, albeit from slightly too few cameras, of Dekker riding round the track. There was, however, a problem. While there ran a primitive on-screen clock that looked like it had come from the BBC's *Superstars*, circa 1982, that was all we got. We were left in the dark as to distance, average speed, laps covered, up/down on the record. We knew nothing.

If you're watching an Hour

on TV, on-screen graphics are essential to making sense of it. "Maybe something will appear in a minute," said commentator Carlton Kirby, but I think he knew he was staring down the barrel of the hardest hour's commentary of his life.

After about 25 minutes of impenetrable mystery, the director inadvertently allowed a shot to include the lapboard. It was an old-fashioned one, with cards on a sort of ring-binder affair. It said '98'. I did some sums. I got 60kph. That would break the record by nearly 8km. In the commentary box, pundit Magnus Backstedt got an equally daft answer.

## Chaos becomes clear

Slowly the realisation dawned: the clock on the screen was running slow. By the time my kitchen clock had made it half an hour into the ride, the Mexican clock had only made it to 25 minutes. Dekker's chances of breaking the record took a big leap forward, because his Hour was going to be 10 minutes longer than anyone else's.

I started wondering if the reason you can go faster at altitude is not the thin air but because time goes more slowly up there. Then I wondered if I could win a Nobel for this. Maybe it's because it's further from the centre of the earth? I Googled the prize money: \$1.1m.

Unexpectedly, the clock vanished altogether. The director cut to a shot of the lap counter, which fell apart.

"What's your favourite paella recipe, Magnus?" Carlton asked, his desperation taking a surreal



turn. "I don't really have one," answered Magnus.

The next 10 minutes was worthy of a Turner Prize such was its abstract, mind-bending strangeness. No watch, no distance, just a man riding round and round for no apparent reason, while two commentators talked about paella.

Eventually the director had the bright idea of sending a camera to look over the shoulder of the timekeeper and at her notes. This was the first time all night we'd had the faintest inkling of what was going on. And — a few stabs on a calculator later — what we'd been watching turned out to be one of the closest-run attempts

## Acts of Cycling Stupidity

Some years ago there was a fashion for aero drinking systems that attempted to do away with the big round bottle. My friend Dan had a prototype version of one of these, which mounted behind the saddle, with a flexible tube running to a drinking straw on the bars. The idea was you pressurised the system with a pump, and when you bit a valve on the end of the straw, the drink squirted into your mouth.

It worked OK for about the first two-thirds of the drink. But then the pressure dropped. So before a 100-mile time trial, Dan pumped it up to twice the suggested pressure.

"Honest to God," he said later, "when I bit on the valve Lucozade sprayed out of my ears."

The system didn't catch on.

## GREAT INVENTIONS OF CYCLING

# Sunglasses 1984

Early 20th-century riders were often troubled with grit in their eyes due to the unsealed roads used for much of the racing. They frequently took to wearing flying goggles. The riders thought these looked quite cool, and gave them a man-of-action air, while in reality everyone who was not a cyclist thought they looked like a gang of self-loving poseurs.

As roads improved, most riders abandoned eyewear. The handful who did not were generally, like Tour winner Jan Janssen, short-sighted. Fausto Coppi habitually wore sunnies, but he was so cool that he could do whatever the hell he liked, and any Coppi fans who wore glasses still looked like idiots.

Even the mighty Bernard Hinault failed the style test after he broke his nose and gave himself a pair of black eyes when he crashed while wearing a pair of ordinary metal-rimmed glasses in the 1985 Tour de France.

Ironically, the breakthrough came at almost the same moment. In 1984, Oakley started handing out its faintly ridiculous-looking (nice safe plastic) Eyeshades to pros like Greg LeMond. Available in a range of bright 1980s colours, these gave anyone who wore them a faint air of Battenberg cake. So naturally they became the most sought-after cycling accessory on the planet.

It is now fair to say that unless you own at least one pair of cycling sunglasses more expensive than any item of your non-cycling clothing, you cannot count yourself a proper cyclist.



**LeMond: the man  
who made massive  
shades cool**

## “No distance, no average speed, no lap count. We knew nothing”

for decades. We hadn't had a clue. He needed 210 laps. Someone put the lap-counter back together. It said 200. He was still riding. 206, 207, 208... we waited on tenterhooks for the end. “Any second now there'll be a gunshot,” said Carlton. “Which we can only hope is directed at the man responsible for the graphics,” he added in an undertone. Unusually

for Mexico, the shot never came. We only knew the time was up when Dekker sat up. But we had no idea how far he'd gone. It was Schrödinger's Hour.

Eventually, on the basis that Dekker looked sad, his coach looked sad and his team looked sad, we all concluded that he had not broken the record. The distance was finally announced as 52.221km — 270m short.

It was a fine effort. The Hour is probably the most savage event in the sport. And Thomas Dekker really deserved better than to have it remembered mainly for the wretchedness of the TV coverage.

Chapeau to Carlton and Magnus though. They were great.





# Clément Seta tubs

*Simon Smythe* sings the praises of a tyre that still makes vets go misty-eyed

**N**othing gets an old bike racer more animated than a good old reminisce about lightweight silk ‘tubs’. The mere mention of Clément Setas can turn an adenoidal monotone into a soaring baritone, as choirs of hoary old veterans sing the praises of what were regarded as God’s own bicycle tyres.

And the sweet music doesn’t stop there. A high-quality lightweight silk tubular, like the yellow-label Clément Seta or even lighter green-label Seta Extra, known as Clément number threes and number ones respectively, would sing along when inflated to a high enough pressure on the right type of surface —

ideally the runway-like concrete of the A12 in Essex, the scene of legendary record-breaking rides of the 1970s. They would even produce a ringing sound when flicked with the fingernail.

‘Seta’ is of course Italian for silk and Clément, despite its French name and origins — Gustave Adolphe Clément-Bayard founded the company in France in 1878 — was wholly Italian from World War One onwards and remained so until the 1990s. During that time Clément supplied tubulars to all the top pros including Jacques Anquetil and Eddy Merckx, and it could well be true, as many claim, that more Tours de France and Classics have been won on Clément tubs than on any other type of tyre.

## High thread count

The silk tubs were, and are, regarded as the best not because of their durability or puncture resistance (they are in fact incredibly fragile), but because of their

wonderful suppleness. Quality modern tubulars with cotton carcasses usually have a ‘TPI’ (threads per inch) count that might be in the 200s or the early 300s for the best ones. The higher the number, the finer and denser the threads and consequently the faster rolling the tyre. However, silk threads are so fine that the TPI number of a Clément Seta or other silk tubular — even if it was possible to count it — would be off the scale.

Sadly the stories of supreme ride quality are all that’s left. New-old stock Clément Setas occasionally appear on eBay with very high asking prices — even more than the relative fortune they cost in their day — with latex inner tubes that have almost certainly perished, no matter how meticulously they have been stored, and desiccated sidewalls.

The Clément name, however, lives on, licensed since 2010 to an American company, but you certainly won’t find a Seta in the range.



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# CHALLENGE YOUR LIMITS



## 2015 Season

### Wiltshire Wildcat

Salisbury Racecourse, Wiltshire  
Saturday 14th March

### Surrey Hills Cyclone

Dorking, Surrey  
Sunday 29th March

### Dartmoor Demon

Exeter Racecourse, Devon  
Saturday 2nd May

### South Downs Spring

Plumpton Racecourse, Sussex  
Sunday 17th May

### The Arrow

Market Rasen Racecourse, Lincolnshire  
Sunday 31st May

### Ripon Revolution

Ripon Racecourse, Yorkshire  
Sunday 28th June

### Suffolk Spinner NEW

Ipswich, Suffolk  
Sunday 19th July

### Malvern Mad Hatter

Three Counties Showground, Worcestershire  
Sunday 23rd August

### Welsh Raider

Ludlow Racecourse, Shropshire  
Saturday 3rd October

### Box Hill Original

Dorking, Surrey  
Sunday 11th October

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**Cycling**  
WEEKLY

# *Cycling Weekly* sportive planner

Everything you need for a  
successful sportive season

Full event listing for 2015



# WHY IS CYCLE INSURANCE ESSENTIAL FOR SPORTIVE RIDERS?

OFFICIAL SPONSOR



Insurance can be a minefield, and a lot of people often don't know what cover they've got. This only becomes clear once they need to make a claim, at which point the lack of cover can be costly.

## Household insurance just doesn't cut it

Many cyclists do not have adequate insurance cover for the bikes they own or the riding they do. There is a common misperception that 'if my bikes get stolen, I'll claim on my household insurance'. In many cases, this simply isn't true.

Specialist cycle insurance offers the cover and peace of mind that household policies simply can't, and is the best bet when it comes to replacing your bikes and cycle kit in the unfortunate event of theft or an accident.

Recent research has shown that one in three household policies does not cover bikes away from the home. For those with building only insurance, bikes certainly won't be covered at all. Specialist cycle insurance covers you where household insurance won't – when you're riding.

Contents insurance policies can have bikes added, but this will incur an additional cost, which is often more than a cycle insurance policy.

Bikes are made and bought to be ridden, they're not ornaments to be displayed in a secure location that suits your contents insurance provider.

**cycleplan's** specialist cycle insurance policies mean that cyclists can get out and ride knowing they're covered at all times, including at home, work and most importantly out on the road when training and riding.

## Theft and damage can happen, but there's no need to worry

It's a sad fact that many cyclists at some point will have their pride and joy stolen.

What's more when riding a sportive, accidents can happen: bad road surfaces, some inexperienced riders – if a crash happens it could leave your bike damaged and unusable.

This is where the peace of mind

offered by cycleplan's specialist cycle insurance really comes into its own: if your bike is stolen or damaged beyond repair, and up to three years old, **cycleplan** will replace it new for old to get you riding again in no time.

Imagine if on your last training ride your locked up bike goes missing from outside the café stop, just days before the sportive you've spent months preparing for. Well, this great feature of the policy alone offers holders the confidence to get out and ride, free from the fear that if their bike went missing they'd have to shell out for a new one themselves, at a cost well above that of the insurance premium, or worse still miss the event and then still have to buy a new bike afterwards.

## Add your accessories for full scale cover

In addition to the standard policy, cyclists can choose to add the accessories option. This recommended add-on extends the theft and damage cover to accessories such as helmet cams, locks and bike boxes.

## What if you're liable in an accident?

Beyond your bike, **cycleplan's** specialist cycle insurance covers other scenarios and outcomes that can occur when cycling. The public liability cover of up to £5 million means that if damage were to occur to someone else's car or property as a result of your riding, or if you were in a collision with a pedestrian, any litigation would come out of your policy – rather than your own pocket.

When riding in a large group on a sportive a simple bumping of shoulders or a touch of wheels can be disastrous. But once covered, you won't have to worry about any resulting litigation or payouts, as these will be taken care of by your policy.

## Get all this for as little as £16 per year

**cycleplan** is offering Cycling Weekly readers 20% off an annual policy. That's cover from as little as £16 for a full year. Visit [cycleplan.co.uk/cwse](http://cycleplan.co.uk/cwse) or call us on 0800 92 92 68 for instant cover today.





# Welcome

**I**f you want to have a successful 2015 sportive season, then you need to plan. And it starts now.

Setting the foundations in place during the back end of winter and the beginning of spring will allow you to hit the summer head-on and enjoy your sportive season more than ever before.

Sportives aren't easy; they're supposed to be a challenge and require plenty of training. Remember your sportive isn't just the day of the event. It's the weeks and months leading up to it too, getting your nutrition right and

working on new skills that will help you become a better bike rider. The sportive is simply the icing on the cake of all the hard work you have been so committed to.

Of course you don't have to train. You can enter a sportive and simply rock up to it on the day and see how you go. And you'll most likely get round, albeit slowly. But where's the fun in that?

Get fit, get fast and you'll enjoy your sportive like never before. The only problem you'll be left with is finding the time to enter enough events.

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# The right event for you

## Weigh up your goals and fitness level to ensure you pick the perfect sportive

**H**aving a fantastic sportive experience begins with choosing the right event for you and preparing for it properly. All cyclists are different and we pick our sportives for a variety of reasons. Maybe you're looking for a new challenge, want to push your fitness to its limits, or have always hankered to be part of a prestigious event. Perhaps the close proximity or beauty of the route appeals. Strangely, a lot of *CW*'s staff seem to pick events based on how many (the fewer the better) hills there are to get up!

If it's your first sportive, you might want to play it safe and pick a distance that is only a few miles further than you have ridden before. It can be quite a daunting experience knowing that you have a huge distance stretching in front of you but if you are confident of reaching the finish line it will take some of that stress away and allow you to relax and enjoy the ride. Heck, with the excitement of being with other riders and having a number pinned on your bike for the first time, you might even want to push yourself to ride a bit faster than usual.

### Set your distance

If you're a more experienced sportive rider you may want to challenge yourself more by either opting for more miles or more climbing. The real tough-nuts among you may choose to combine the two.

Providing you pace yourself and pay attention to your nutrition, there's no reason why you can't comfortably get round a ride that's 20-25 per cent longer than anything you have ridden before. If your previous longest ride was 80 miles then doing 100 miles will stretch you, but it shouldn't break you — in a lot of cases, it's the climbing not the miles that tend to provide the biggest of challenges.

Whatever type of sportive you decide to do — an all-day leg burner, hilly challenge or short sprint — you will need to train specifically for the particular physical demands it will make. Look closely at the route profile of the event in advance and be sure to tailor your training to it. But remember, total ascent or total distance by themselves won't tell you enough about an event's demands to plan your training.

### Climbing challenges

If long, alpine-style climbing is your thing, then you need to choose a hilly type of event and adhere to specific training. Although the UK can't match the Continent for gruelling ascents there are still plenty of UK events that feature many miles of tough climbing: the Etape Cymru, Etape Caledonia and the Fred Whitton Challenge, for example, will all test you body, mind and soul.

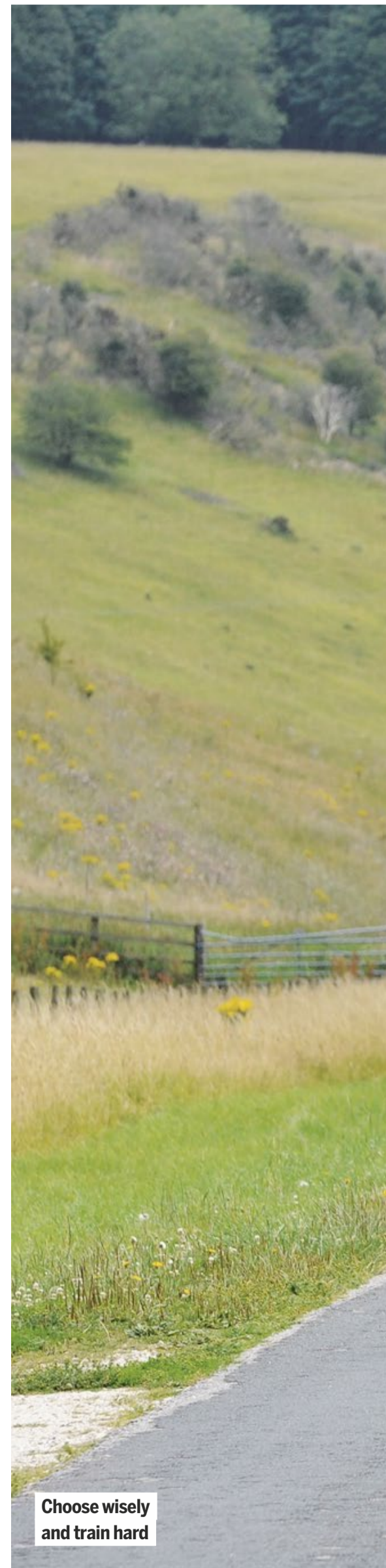
Sportives such as these require you to settle into a hard-steady pace often referred to as 'sweetspot' (this is slightly easier than 'threshold' — the absolute hardest pace you can maintain for up to an hour). Training to certain intensities and zones, whether on the road or turbo, is a good way to simulate the type of long continuous efforts you will be called upon to make in your event (see pages 10 and 11 for more information).

Other events have a high amount of accumulated climbing as they cover many short but steep climbs. This type of climb presents other challenges and places different sorts of physical demands on your body — they are tough and can really wear you down over many miles. An event like this full of punchy climbs requires that you mirror it in training. For example, you must practise riding out of the saddle for short 30-60 second efforts and use intervals that encourage you to ride just above your threshold for one to two minutes then sustain an effort just below it for one to two minutes. It sounds tiring just thinking about it but you'll thank yourself for all the hard work come the day.

### Plan to succeed

As you can see, it's not just as simple as picking a sportive and rocking up on the day. Planning is essential as there are many factors to contend with.

Why do you want to enter a sportive? What sort of event do you want to do? Will the roads where you live allow you to replicate your chosen sportive? Are you leaving enough time to get fit for your event? Don't rush into making a decision until you've weighed up these factors. Half the fun is in the planning; the other half is when the real work begins.



Choose wisely  
and train hard



# Prepare for Success

Proper planning prevents poor performance. Ensure your sportive success with a little basic preparation

**T**raining might be the first thing you think of when considering how to prepare for a sportive, but putting the time in on the bike is only one part — albeit a large part — of your sportive preparation.

Fitness is developed by pushing your body beyond what is comfortable with, then allowing it to recover and adapt. Push too hard and with too little recovery and you will end up fatigued and overtrained. Push too little and rest too much and your body won't have enough of the stimulus it needs to get stronger.

Over the following pages we have three training plans to help you find the right balance between stretching yourself with some challenging sessions and recovering to get stronger. When doing the training sessions use the time out on the road to develop your bike handling skills and technique as this will also make you a faster rider, regardless of your fitness.

Training provides the long-term fitness benefits you need to succeed, but in the short-term it leaves you tired. As you get closer to event day it's important to back off from your training so that you can freshen up, remove the fatigue and be fully ready for the day. The trick is finding the optimal balance between resting and training so that you lose the tiredness but not your hard-won fitness gains.

## How do you do it?

Getting the right balance is important. As you get to know your body and do more events you will start to learn how long a taper you need. Some people seem to need longer than others.

A good rule of thumb is that the longer the event you are training for the longer your taper should be, and the longer you have been training for in the build-up, the longer your taper should be, because you will have more accumulated fatigue. For a 100-mile sportive, two weeks should be plenty.

A taper should leave you feeling sharp and fast. The key is to maintain intensity but reduce volume. Cut your total mileage or

time by as much as 60 per cent but keep doing the hard efforts — if you cut intensity you will lose some of your fitness.

Just taking it easy may seem like the best way to recover, but it will leave you lethargic and slow. Reducing volume will lessen the strain on your legs and allow you more recovery between sessions, but the intensity of the intervals will ensure your muscles are still primed for going fast.

When you are training hard and frequently your body is used to regular effort — missing out on it can make you feel sluggish and heavy-legged. If you are used to riding most days keep doing so, but cut right down on the volume — even just a 30-minute spin will

**“A proper taper should leave you feeling sharp and fast”**



Plan properly  
for a great ride



help prevent that feeling of having 'blocked legs'.

Less training and more recovery means your body is able to fully re-stock its energy stores. As this happens your body stores water in the muscles alongside carbohydrate so toward the end of the taper you will weigh slightly more and your muscles may be visibly plumped up. Don't panic! This is good; it is the fuel you will be using during your event, not fat gained through inactivity.

Having more stored carbohydrate in your muscles can make some riders feel a bit stiff or 'wooden-legged'; a quick cure for this is to jump on the rollers or the turbo or a flat bit of road and intersperse an easy ride with 30-second bursts of really fast, high cadence spinning. It will make a huge difference to how you feel.

By the end of your taper period your muscles should feel primed and ready for action. You won't feel tired or lethargic but alert, excited and ready to go.

You may feel that you can ride harder and faster than you ever have before and your body will be desperate to try it out. Often the hardest part of a taper is finding the discipline required to go easy when you feel so good!

## Tips for the big day

### Food

Plan your nutrition and practise with it on your long rides. Finding out that a new gel upsets your stomach, or using an energy gel you hate the taste of can really wreck your day, regardless of how fit you are. Using the food or energy products you intend to use in the sportive in your training will also help your body become adapted to using those sources of energy.

### Don't use a new gel on the day



### Kit

Kit and clothing is another area to consider in advance. You want to be as comfortable as possible on event day, so only use items that you have already worn a fair bit. Chafing shorts or blistering shoes will ruin your day and your chance of getting the finishing time you want. Oh, and don't forget your shoes and helmet! There is always someone who does at every event.

### Prep your bike

Ensure your bike is 100 per cent ready to go. Check it over the week before so you have time to buy parts or book it into the shop if need be.

## Training zones and effort levels

Use this table to gauge how hard you need to ride to complete your chosen training plan. If you have a power meter or heart-rate monitor you may benefit from first doing a fitness test, details of which can be found at [www.cyclingweekly.co.uk](http://www.cyclingweekly.co.uk)

### TRAINING ZONES

ZONE	EFFORT	YOU CAN...	% MHR	% FTP	% FTNR
1	Easy	Speak, sing and even dance!	65% or below	up to 55%	Up to 68%
2	Slow	Chat freely	around 70%	56-75%	69-83%
3a	Steady	Just about hold a conversation	around 75%	76-85%	84-90%
3b	Brisk	One sentence at a time, now!	around 80%	86-90%	91-94%
4	Threshold	Manage short sentences at best	around 85%	91-105%	95-105%
5	Hard	Only get out the odd word (you're breathing hard!)	around 90%	106-120%	106% or more
6	Very Hard	Grunt! Gasp! Pant!	N/A	121-150%	N/A

# Training: Short and fast events

## What's involved?

This plan is designed to get you fit enough to confidently take on an early summer sportive and comfortably complete a medium distance event with

a good finishing time. It'll ease you back into regular training, build your aerobic fitness with work around your lactate threshold and finally focus your energies towards the demands of the sportive.

## This is the plan for you if...

■ You need to build fitness fast.

## Key sessions

**Zone 2/3 border work** — Riding in the top half of Zone 2 or right on the border of Zones 2 and 3 pushes your lactate threshold up from below, increases the

### Block one – Back in the saddle

**Week one** Goal – to get back into the routine of regular training

**Mon** – 90min Zone 2 at 95-100rpm

**Tue** – Rest

**Wed** – 60min Zone 2 at 95-100rpm

**Thu** – 90min Zone 2 including 2 x 10min at 70rpm and 2 x 10min at 100rpm. Alternate low and high cadence blocks, and take 5min at 90rpm after each.

**Fri** – Rest

**Sat** – 2hr Zone 2. Ride at 90-95rpm, but include 40min at 80rpm and with a 10sec seated surge in the same gear every 5min

**Sun** – 2hr Zone 2 at 95-100rpm

**Training Tips [GENERAL]** Avoid hills and stick to flat routes this week to help your keep your heart rate under control.

**Week two** Goal – to settle into a predictable, repeatable timetable of rides

**Mon** – Rest

**Tue** – 90min Zone 2 including 2 x 10min at 60rpm and 2 x 10min at 110rpm. Alternate low and high cadence blocks, and take 5min at 90rpm after each.

**Wed** – 90min Zone 2 at 95-100rpm

**Thu** – 2hr Zone 2 including 2 x 10min at 50rpm and 2 x 10min at 120rpm. Alternate low and high cadence blocks, and take 5min at 90rpm after each.

**Fri** – Rest

**Sat** – 2hr Zone 2. Ride at 90-95rpm, but include 40min at 80rpm and with a 10sec seated surge in the same gear every 4min

**Sun** – 2hr 30min Zone 2 at 95-100rpm

**Training Tips [GENERAL]** Ride right at the top of your Zone 2 this week, but try to avoid spiking any higher for more than a few seconds at a time.

**Week three** RECOVERY WEEK

Goal – to ease back on the training load to give your body time to recover and adapt

**Mon** – Rest

**Tue** – 90min Zone 2 including 3 x 10min at 110rpm. Take 5min at 90rpm after each.

**Wed** – Rest

**Thu** – 90min Zone 2 including 3 x 10min at 110rpm. Take 5min at 90rpm after each.

**Fri** – Rest

**Sat** – 2hr Zone 2. Ride at 90-95rpm, but include 40min at 80rpm and with a 10sec seated surge in the same gear every 3min

**Sun** – 3hr Zone 2 at 95-100rpm

**Training Tips [SAT/SUN]** Prioritise sleep and healthy eating Monday to Friday so that you can drop back into solid training on Saturday feeling refreshed.

### Block Three – Moving towards functional threshold

**Week seven** Goal – to 'turn up the heat' with some slightly harder Zone 3 blocks

**Mon** – Rest

**Tue** – 2hr Zone 2 including 3 x 15min in Zone 3b. Take 5min Zone 2 after each.

**Wed** – 90min Zone 2 including 3 x 10min at 110rpm. Take 5min at 90rpm after each.

**Thu** – 90min Zone 2 at 95-100rpm, but attacking any hills or headwinds at Zone 4.

**Fri** – Rest

**Sat** – 2hr Zone 2 at 95-100rpm

**Sun** – 4hr Zone 2 including 2 x 20min Zone 3b. Do one at the start of the ride and one at the end.

**Training Tips [WED]** Choose to attack either hills or headwinds during this ride. Do not attempt both! The ride should average out at around Zone 3a.

**Week eight** Goal – to continue pressing carefully towards max volume

**Mon** – Rest

**Tue** – 2hr Zone 2 including 3 x 20min in Zone 3b. Take 5min Zone 2 after each.

**Wed** – 90min Zone 2 including 3 x 10min at 110rpm. Take 5min at 90rpm after each.

**Thu** – 90min Zone 2 at 95-100rpm, but attacking any hills or headwinds at Zone 4.

**Fri** – Rest

**Sat** – 2hr Zone 2 at 95-100rpm

**Sun** – 4hr 30min Zone 2 including 3 x 20min Zone 3b. Do one at the start of the ride, one in the middle and one at the end.

**Training Tips [GENERAL]** If you find it hard to get into the first Zone 3b block each session, consider adding a 5min Zone 3 a block in 5min after the start of your ride. It'll help you warm-up.

**Week nine** Goal – to recover during the week for your longest ride of the plan on Sunday

**Mon** – Rest

**Tue** – 90min Zone 2 including 3 x 10min at 110rpm. Take 5min at 90rpm after each.

**Wed** – Rest

**Thu** – 90min Zone 2 including 3 x 20min in Zone 3b. Take 5min Zone 2 after each.

**Fri** – Rest

**Sat** – 2hr Zone 2 at 95-100rpm

**Sun** – 5hr Zone 2 including 4 x 20min Zone 3b. Do one at the start of the ride, two in the middle and one at the end.

**Training Tips [SUN]** Try to do this ride (and next Sunday's) on a route that is as similar as possible to the route of your target event.

number of mitochondria in your working muscles, improves your fuel efficiency and helps convert your sprint muscle fibres to endurance fibres.

**Long rides** – In the latter part of this programme you'll find this ride starts and ends with a block of Zone 3b work. This sort of stacking depletes your muscle glycogen stores, and can improve

your endurance as a result. Don't drop into the higher effort as soon as you leave the house, though. Give yourself 10 minutes or so in Zone 2 to warm-up first.

**High-cadence work** – Perhaps the simplest way to make yourself a more efficient cyclist is simply to turn the pedals more times. High-cadence work develops the neural pathways used when

cycling so that you waste less energy bouncing around and fighting your bike.

**Big gear surges** – Turning a big gear around slowly isn't all that hard, at least it isn't on the flat. The real skill is learning to turn that big gear fast. These sessions are a stepping stone towards that, and towards being able to change pace effectively and efficiently.

### Block Two – Raising your Lactate threshold

#### **Week four** Goal – to begin pulling your lactate threshold up from above

**Mon** – Rest

**Tue** – 90min Zone 2 including 3 x 10min in Zone 3a. Take 5min Zone 2 after each.

**Wed** – 90min Zone 2 including 3 x 10min at 110rpm. Take 5min at 90rpm after each.

**Thu** – 2hr Zone 2 including 3 x 10min in Zone 3a. Take 5min Zone 2 after each.

**Fri** – Rest

**Sat** – 2hr Zone 2 at 95-100rpm

**Sun** – 3hr Zone 2 including 3 x 15min Zone 3a. Take 10min Zone 2 after each.

**Training Tips [GENERAL]** Stick carefully to the top half of Zone 3a for the moment and resist the temptation to hammer up hills.

#### **Week five** Goal – To extend the length of your mid-ride efforts without pushing harder

**Mon** – Rest

**Tue** – 2hr Zone 2 including 3 x 15min in Zone 3a. Take 5min Zone 2 after each.

**Wed** – 90min Zone 2 including 3 x 10min at 110rpm. Take 5min at 90rpm after each.

**Thu** – 2hr Zone 2 including 3 x 20min in Zone 3a. Take 5min Zone 2 after each.

**Fri** – Rest

**Sat** – 2hr Zone 2 at 95-100rpm

**Sun** – 3hr 30min Zone 2 including 3 x 20min Zone 3a. Take 10min Zone 2 after each.

**Training Tips [GENERAL]** You can make long Zone 3a blocks easier by doing them as reps up a long steady climb.

#### **Week six** RECOVERY WEEK

#### Goal – again, to take advantage of the reduced load to get some extra rest

**Mon** – Rest

**Tue** – 90min Zone 2 including 3 x 10min at 110rpm. Take 5min at 90rpm after each.

**Wed** – Rest

**Thu** – 90min Zone 2 including 2 x 20min in Zone 3a. Take 10min Zone 2 after each.

**Fri** – Rest

**Sat** – 2hr Zone 2 at 95-100rpm

**Sun** – 4hr Zone 2 including 3 x 20min Zone 3a. Take 10min Zone 2 after each.

**Training Tips [SUN]** Take a gel or half an energy bar after each 20min block on Sunday.

### Block Four – Focusing for the event

#### **Week ten** Goal – to turn your new fitness towards the practicalities of careful pacing and coping with fatigue

**Mon** – Rest

**Tue** – 2hr Zone 2 at 95-100rpm, but attacking any hills or headwinds at Zone 4.

**Wed** – Rest

**Thu** – 2hr as 60min Zone 2 then 60min building gradually from Zone 2 to Zone 4.

**Fri** – Rest

**Sat** – 2hr Zone 2 at 95-100rpm

**Sun** – 5hr Zone 2 including 4 x 20min Zone 3b. Do one at the start of the ride, two in the middle and one at the end.

**Training Tips [THU]** Take care to build your effort gradually in the second hour. Increase your heart rate by 5bpm every 10-15min.

#### **Week eleven** Goal – to finish training strong and then begin your taper

**Mon** – Rest

**Tue** – 2hr as 60min Zone 2 then 60min building gradually from Zone 2 to Zone 4.

**Wed** – 2hr Zone 2 at 95-100rpm, but attacking any hills or headwinds at Zone 4.

**Thu** – Rest

**Fri** – 2hr Zone 2 including 4 x 10min Zone 3b. Take 5min Zone 2 after each.

**Sat** – Rest

**Sun** – Rest

**Training Tips [GENERAL]** Don't use the two days off over the weekend as an excuse to catch up on chores. Use the time to rest up for your event.

#### **Week twelve** Goal – to tune yourself and your system, ready for your event

**Mon** – 90min Zone 2 including 3 x 10min Zone 3b. Take 5min Zone 2 after each.

**Tue** – Rest

**Wed** – 60min Zone 2 including 2 x 10min Zone 3b. Take 5min Zone 2 after each.

**Thu** – 90min Zone 2 at 95-100rpm, but attacking any hills or headwinds at Zone 4.

**Fri** – Rest

**Sat** – 60-90min Ride in Zone 1-2, but include 3 x 2min in Zone 4 spaced out during the ride

**Sun** – Target Sportive

**Training Tips [SAT]** The goal of this ride is simply to tune up, so take the easy bits really easy. You should finish feeling fresher than when you started.

# Training: Building endurance

## What's involved?

This plan is divided into four-week blocks with an easier seven days every fourth week to aid recovery and adaptation. The long rides gradually

increase in duration to get you ready for the time in the saddle your event requires. Regular sweetspot sessions ensure that you have the aerobic fitness you need to support a long, hard effort.

## This is the plan for you if...

- You want to complete a 100-mile or longer event.
- You have already completed a 75-mile ride but would like to do it faster.

### Block One – Building repeatable speed

#### Week one Goal – to seek out event-like terrain for your Sunday rides

**Monday** – Rest

**Tuesday** – 90min starting with 5min Z1-2, 5min at the top of Z2, 5min build to Z4, then 5min Z2 all at 90-95rpm. Next do 3 x 10min alternating 1min Z4 with 1min Z2, and with 5min easy between blocks. Finish the ride with additional riding in Z2

**Wednesday** – 60min Z1-2, include 3 x 10min at 110rpm

**Thursday** – 2hr in Z2 at 90-95rpm apart from 2 x 20min Z3b at 85-90rpm

**Friday** – Rest

**Saturday** – 90min in Z2 apart from 10 x 1min top of Z4 efforts with 1min easy and 3min Z2 after each. Do all efforts in the final hour of the ride

**Sunday** – 3hr 30min starting with 10min Z2 then 20min Z3b. For the main body of the ride, hold Z2 apart from any climbs. Do the climbs at Z3b, then finish the ride with a final 15min of Z3a followed by 5min Z1-2

**Training Tip [MONDAY]** We're starting with a rest day because in theory you're coming straight through from last issue's plan. If not, swap Monday and Tuesday around this week.

#### Week two Goal – To begin tracking distance covered for your regular Thursday blocks

**Monday** – Rest

**Tuesday** – 90min starting with 5min Z1-2, 5min at the top of Z2, 5min build to Z4, then 5min Z2 all at 90-95rpm. Next do 2 x 15min alternating 1min Z4 with 1min Z2, and with 5min easy between blocks. Finish the ride with additional riding in Z2

**Wednesday** – 60min Z1-2, include 3 x 10min at 110rpm

**Thursday** – 2hr in Z2 at 90-95rpm apart from 2 x 20min Z3b at 85-90rpm

**Friday** – Rest

**Saturday** – 90min in Z2 apart from 10 x 1min top of Z4 efforts with 1min easy and 3min Z2 after each. Do all efforts in the final hour of the ride

**Sunday** – 3hr 45min starting with 10min Z2 then 20min Z3b. For the main body of the ride, hold Z2 apart from any climbs. Do the climbs at a Z3b, then finish the ride with a final 20min of Z3a followed by 5min Z1-2

**Training Tip [SATURDAY]** By itself this ride isn't hard, but the ride that follows it on Sunday is, so fuel and refuel well before, during and after.

#### Week three Goal – To complete all of Tuesday's intervals without suffering any drop in performance

**Monday** – Rest

**Tuesday** – 90min starting with 5min Z1-2, 5min at the top of Z2, 5min build to Z4, then 5min Z2 all at 90-95rpm. Next do 1 x 30min alternating 1min Z4 with 1min Z2, and with 5min easy between blocks. Finish the ride with additional riding in Z2

**Wednesday** – 60min Z1-2, include 3 x 10min at 110rpm

**Thursday** – 2hr in Z2 at 90-95rpm apart from 2 x 20min Z3b at 85-90rpm

**Friday** – Rest

**Saturday** – 90min in Z2 apart from 10 x 1min top of Z4 efforts with 1min easy and 3min Z2 after each. Do all efforts in the final hour of the ride.

**Sunday** – 4hr starting with 10min Z2 then 20min Z3b. For the main body of the ride, hold Z2 apart from any climbs. Do the climbs at a Z3b, then finish the ride with a final 25min of Z3a followed by 5min Z1-2

**Training Tip [TUESDAY]** For consistency, this ride is probably best done on a turbo or on a very flat, quiet loop.

#### Week seven Goal – To measure your pace so you don't overshoot any ride's zone targets

**Monday** – Rest

**Tuesday** – 90min starting with 5min Z1-2, 5min at the top of Z2, 5min build to Z4, then 5min Z2 all at 90-95rpm. Next do 1 x 30min alternating 1min Z4 with 1min Z3a, and with 5min easy between blocks. Finish the ride with additional riding in Z2

**Wednesday** – 60min Z1-2, include 3 x 10min at 115rpm

**Thursday** – 2hr in Z2 at 90-95rpm apart from 2 x 20min Z3b at 85-90rpm

**Friday** – Rest

**Saturday** – 90min in Z2 apart from 12 x 1min top of Z4 efforts with 1min easy and 2min Z2 after each. Do all efforts in the final hour of the ride.

**Sunday** – 4hr 30min starting with 10min Z2 then 20min Z3b. For the main body of the ride, hold Z2 apart from any climbs. Do the climbs at Z3b, then finish the ride with a final 20min of Z3b followed by 5min Z1-2

**Training Tip [WEDNESDAY]** Try to relax during the high cadence blocks. It's better to be very slightly faster or slower than to be bang-on but bouncing on the saddle.

#### Week eight Goal – To find time for an extra hour in bed each day

**Monday** – Rest

**Tuesday** – 90min relaxed riding in Z1-2. No special goals.

**Wednesday** – Rest

**Thursday** – 90min in Z2 at 90-95rpm apart from 3 x 10min Z3b at 85-90rpm

**Friday** – Rest

**Saturday** – 90min: Ride Very Very Easy, apart from 3 x 2min Hard efforts spaced out so there's at least 5min recovery between efforts

**Sunday** – Sportive

**Training Tip [SATURDAY]** The purpose of this session is to carefully stimulate your aerobic system ahead of Sunday's event. Apart from the efforts the ride should be embarrassingly slow.

### Block Three – Preparing for performance

#### Week nine Goal – To maintain an even performance across all of Tuesday's blocks

**Monday** – Rest

**Tuesday** – 90min starting with 5min Z1-2, 5min at the top of Z2, 5min build to Z4, then 5min Z2 all at 90-95rpm. Next do 3 x 10min alternating 1min Z4 with 1min Z3b, and with 5min easy between blocks. Finish the ride with additional riding in Z2

**Wednesday** – 60min Z1-2, include 3 x 10min at 120rpm

**Thursday** – 2hr in Z2 at 90-95rpm apart from 2 x 20min Z3b at 85-90rpm

**Friday** – Rest

**Saturday** – 90min in Z2 apart from 14 x 1min top of Z4 efforts with 1min easy and 1min Z2 after each. Do all efforts in the final hour of the ride

**Sunday** – 4hr 30min starting with 10min Z2 then 20min Z3b. For the main body of the ride, hold Z2 apart from any climbs. Do the climbs at Z3b, then finish the ride with a final 10min of Z3b followed by 5min Z1-2

**Training Tip [TUESDAY]** Focus more on keeping your 'recovery' minutes at a solid Z3b effort than on nailing the Z4 minutes hard – this session is about hanging in there.

## Key sessions:

### Incremental redline

Using limited recovery time, these sessions are designed to help improve the rate at which your body clears lactate so you are able to sustain and repeat harder efforts. This will improve your climbing and ability to hang on when the pace goes up.

### Long rides

These sessions aren't just about riding slow and steady — they also incorporate a block of sweetspot riding early on to encourage glycogen depletion, and a series of sweetspot sessions in the middle to improve your sustainable climbing pace.

### Minute efforts

These might seem too short when you are contemplating a 100-mile plus event but these flat-out accelerations with short recovery times will improve your lactate clearance and give you a bit of 'jump' if you get in with a fast-moving group of riders.

## Block Two – Extending lactate clearance

### Week four Goal – Back off the volume this week and let your body recuperate

**Monday** – Rest

**Tuesday** – 90min relaxed riding in Z1-2.

No special goals.

**Wednesday** – Rest

**Thursday** – 90min in Z2 at 90-95rpm apart from 3 x 10min Z3b at 85-90rpm

**Friday** – Rest

**Saturday** – 90min: Ride Very Very Easy, apart from 3 x 2min Hard efforts spaced out so there's at least 5min recovery between efforts

**Sunday** – Sportive

**Training Tip [SUNDAY]** This event is your chance to gauge your fitness against your peers. Consider starting with a faster bunch than you'd normally choose, and sit in to see if you're now able to hold your own.

### Week five Goal – To refine your Sunday fuelling based on last week's event

**Monday** – Rest

**Tuesday** – 90min starting with 5min Z1-2, 5min at the top of Z2, 5min build to Z4, then 5min Z2 all at 90-95rpm. Next do 3 x 10min alternating 1min Z4 with 1min Z3a, and with 5min easy between blocks. Finish the ride with additional riding in Z2

**Wednesday** – 60min Z1-2, include 3 x 10min at 115rpm

**Thursday** – 2hr in Z2 at 90-95rpm apart from 2 x 20min Z3b at 85-90rpm

**Friday** – Rest

**Saturday** – 90min in Z2 apart from 12 x 1min top of Z4 efforts with 1min easy and 2min Z2 after each. Do all efforts in the final hour of the ride.

**Sunday** – 4hr starting with 10min Z2 then 20min Z3b. For the main body of the ride, hold Z2 apart from any climbs. Do the climbs at Z3b, then finish the ride with a final 10min of Z3b followed by 5min Z1-2

**Training Tip [TUESDAY]** Be very careful not to hit the initial harder sections too hard – you need to keep your Z3a effort nice and constant across both blocks.

### Week six Goal – To extend Sunday's final effort without easing back

**Monday** – Rest

**Tuesday** – 90min starting with 5min Z1-2, 5min at the top of Z2, 5min build to Z4, then 5min Z2 all at 90-95rpm. Next do 2 x 15min alternating 1min Z4 with 1min Z3a, and with 5min easy between blocks. Finish the ride with additional riding in Z2

**Wednesday** – 60min Z1-2, include 3 x 10min at 115rpm

**Thursday** – 2hr in Z2 at 90-95rpm apart from 2 x 20min Z3b at 85-90rpm

**Friday** – Rest

**Saturday** – 90min in Z2 apart from 12 x 1min top of Z4 efforts with 1min easy and 2min Z2 after each. Do all efforts in the final hour of the ride.

**Sunday** – 4hr 15min starting with 10min Z2 then 20min Z3b. For the main body of the ride, hold Z2 apart from any climbs. Do the climbs at Z3b, then finish the ride with a final 15min of Z3b followed by 5min Z1-2

**Training Tip [THURSDAY]** Your Thursday rides don't vary, so they should provide you with a good guide to your fitness and tiredness as time passes, particularly if you use the same route.

### Week ten Goal – To extend your long Sunday ride without compromising the overall effort

**Monday** – Rest

**Tuesday** – 90min starting with 5min Z1-2, 5min at the top of Z2, 5min build to Z4, then 5min Z2 all at 90-95rpm. Next do 2 x 15min alternating 1min Z4 with 1min Z3b, and with 5min easy between blocks. Finish the ride with additional riding in Z2

**Wednesday** – 60min Z1-2, include 3 x 10min at 120rpm

**Thursday** – 2hr in Z2 at 90-95rpm apart from 2 x 20min Z3b at 85-90rpm

**Friday** – Rest

**Saturday** – 90min in Z2 apart from 14 x 1min top of Z4 efforts with 1min easy and 1min Z2 after each. Do all efforts in the final hour of the ride

**Sunday** – 5hr starting with 10min Z2 then 20min Z3b. For the main body of the ride, hold Z2 apart from any climbs. Do the climbs at Z3b, then finish the ride with a final 10min of Z3b followed by 5min Z1-2

**Training Tip [SUNDAY]** Use this final long ride to practise your event fuelling completely. Start with dinner the night before and see how you go.

### Week eleven Goal – To produce one final week of solid, measured riding

**Monday** – Rest

**Tuesday** – 90min starting with 5min Z1-2, 5min at the top of Z2, 5min build to Z4, then 5min Z2 all at 90-95rpm. Next do 1 x 30min alternating 1min Z4 with 1min Z3b, and with 5min easy between blocks. Finish the ride with additional riding in Z2

**Wednesday** – 60min Z1-2, include 3 x 10min at 120rpm

**Thursday** – Rest

**Friday** – 90min in Z2 apart from 14 x 1min top of Z4 efforts with 1min easy and 1min Z2 after each. Do all efforts in the final hour of the ride

**Saturday** – Rest

**Sunday** – Rest

**Training Tip [GENERAL]** Use the extra rest this week to get some extra sleep and also to get your bike serviced, your ride nutrition prepped and your race-day plan all squared away.

### Week twelve Goal – To keep your powder dry for the big day!

**Monday** – 90min relaxed riding in Z1-2.

No special goals.

**Tuesday** – Rest

**Wednesday** – 90min: Ride Very Very Easy, apart from 3 x 2min Hard efforts spaced out so there's at least 5min recovery between efforts

**Thursday** – 90min in Z2 at 90-95rpm apart from 4 x 5min Z4 at 85-90rpm

**Friday** – Rest

**Saturday** – 90min: Ride Very Very Easy, apart from 3 x 2min Hard efforts spaced out so there's at least 5min recovery between efforts

**Sunday** – Ride London 100

**Training Tip [SUNDAY]** Save energy wherever you can. People will go off far too hard. Sit on them, let them do the work, and bide your time.

# Training: Hilly and mountainous sportives

## What's involved?

This is a tough plan that will prepare you for the most demanding one-day sportives. It needs dedication and a good base of fitness from which to start. One word of warning – the combination

of Zone 3b 'sweetspot' work and rides of up to five hours is potentially very tiring, so make sure you stay on top of your nutrition, hydration and recovery. These are not sessions you want to be attempting with a hangover!

## This is the plan for you if...

- You've built up the stamina for high-quality endurance riding.
- You can find up to 11 hours a week spread across four (or five) rides.
- You want to ride the toughest sportives.

### Block One – Building to peak volume

**Week one** Goal – To begin to increase the intensity of your Zone 3 blocks

**Mon** – Rest

**Tue** – 2hr: Start with 10min mid Z2, then do 100min Z3a, then 10min mid Z2

**Wed** – Rest

**Thu** – 2hr on the border of Zones 2 and 3 at 95-100rpm (inc 3 x 10min in Z3b)

**Fri** – Rest

**Sat** – 2hr on the border of Z2 and 3 at 95-100rpm (inc 3 x 15min at 110-120rpm)

**Sun** – 4hr on the border of Z2 and 3 (inc 2 x 20min in Z3a)

**Training Tips [THU]** Although Zone 3b blocks are easiest to do uphill, it's actually better to do them over varied terrain so that you get used to keeping a careful eye on your gear choice and effort.

**Week two** Goal – To extend your long Sunday ride without compromising the overall effort

**Mon** – Rest

**Tue** – 2hr: Start with 10min mid Z2, then do 100min Z3a, then 10min mid Z2

**Wed** – Rest

**Thu** – 2hr on the border of Z2 and 3 at 95-100rpm (inc 3 x 15min in Z3b)

**Fri** – Rest

**Sat** – 2hr on the border of Z2 and 3 at 95-100rpm (inc 3 x 15min at 110-120rpm)

**Sun** – 4hr 15min on the border of Z2 and 3 (inc 2 x 25min in Z3a)

**Training Tips [SUN]** Long rides like this will burn through a lot of fuel. Start fully fuelled from breakfast, eat regularly during the ride and drink plenty even if it's cold. And after you're done, begin refuelling within 15mins of finishing.

**Week three** Goal – To hold it together as you complete your peak volume week for the year

**Mon** – Rest

**Tue** – 2hr: Start with 10min mid Z2, then do 100min Z3a, then 10min mid Z2

**Wed** – Rest

**Thu** – 2hr on the border of Z2 and 3 at 95-100rpm (inc 3 x 20min in Z3b)

**Fri** – Rest

**Sat** – 2hr on the border of Z2 and 3 at 95-100rpm (inc 3 x 15min at 110-120rpm)

**Sun** – 4hr 30min on the border of Z2 and 3 (inc 2 x 30min in Z3a)

**Training Tips [GENERAL]** You'll probably be pretty tired this week, so ideally try to avoid 'burning the candle at both ends' if you can.

**Week seven** Goal – To hang in there as Zone 3b work volume increases still further

**Mon** – Rest

**Tue** – 2hr on the border of Z2 and 3 at 95-100rpm (inc 3 x 20min in Z3b)

**Wed** – Rest

**Thu** – 2hr on the border of Z2 and 3 at 95-100rpm (inc 40min in Z3b)

**Fri** – Rest

**Sat** – 90min on the border of Z2 and 3 at 95-100rpm (inc 3 x 10min at 110-120rpm)

**Sun** – 5hr on the border of Z2 and 3 at 95-100rpm (inc 3 x 20min in Z3b)

**Training Tips [THU]** You can go a quite a long way during 40min of non-stop Zone 3b, so it might be best to use a circuit that you loop round multiple times. This will help with your pace control.

**Week eight** RECOVERY WEEK Goal – To give a solid effort in Thursday's test session

**Mon** – Rest

**Tue** – 90min mid Z2 at 95-100rpm (inc 3 x 10min at 110-120rpm)

**Wed** – Rest

**Thu** – TEST RIDE

**Fri** – Rest

**Sat** – 4hr on the border of Z2 and 3

**Sun** – Rest

**Training Tip [THURSDAY]** If you're training with heart rate and power, do a 20min test today. If you're training with heart rate alone, do our max effort hill reps test (see p7 for details of both tests).

### Block Three – Raising your VO2 Max

**Week nine** Goal – To dig deep for the first session of real high-intensity training of the year

**Mon** – 60min: Start with 10min mid Z2, then 5min in Z3b, then 5min on the border of Z2 and 3.

Now do 4 x 3min in Z5/6, with 3min Very Easy rest after each

**Tue** – Rest

**Wed** – 2hr on the border of Z2 and 3 at 95-100rpm (inc 3 x 10min on the border of Z3 and 4)

**Thu** – Rest

**Fri** – 2hr: Start with 10min mid Z2, then do 100min Z3a, then 10min mid Z2

**Sat** – Rest

**Sun** – 4hr on the border of Z2 and 3 at 95-100rpm (inc 4 x 20min in Z3b)

**Training Tips [MON]** The easiest way to do 3min intervals is actually up a long, steady hill. Keep your cadence high and aim to be at or close to your max heart rate by the end of each rep. Aim to get to the same point up the hill each time.

## Key sessions

**Zone 3a rides** – Riding at this ‘Steady to Brisk’ intensity will enlarge your glycogen storage capacity, and raise your power at lactic threshold and functional threshold. It’s not specific to a type of racing, but it’s an effective, time-efficient way to improve your general fitness. You’ll burn through your glycogen reserves quickly in a ride like this, so drink plenty and refuel shortly after you stop.

**Zone 3b blocks** – Efforts like these just cross the boundary into what’s known as ‘sweet spot’ training; an intensity that’s almost as effective as working right up at your Functional Threshold but doesn’t cause nearly as much fatigue. Think of it as a bridge towards racing efforts.  
**Long rides** – The long rides in this plan are pretty epic and need to be treated with respect. Aim to drink at least 500ml, and also consume as much as two gels

and half an energy bar, every hour. Above all, make sure you get the efforts right. Don’t back down and freewheel the descents, but equally avoid pushing any harder than the plan requires.

**VO2 intervals** – The first couple of these you do will feel unpleasantly hard (sorry!). That said, you should adapt quickly. The aim is to ride hard and push your heart rate right up, so only do them up a steady climb or on a turbo trainer.

**Week four** **RECOVERY WEEK**  
**Goal** – Simply back off the volume this week and let your body recuperate

**Mon** – Rest

**Tue** – 90min mid Z2 at 95-100rpm (inc 3 x 10min at 110-120rpm)

**Wed** – Rest

**Thu** – 90min on the border of Z2 and 3 at 95-100rpm (inc 3 x 10min in Z3b. Do all three at around 95-100rpm)

**Fri** – Rest

**Sat** – 90min on the border of Z2 and 3 at 95-100rpm (inc 3 x 10min at 110-120rpm)

**Sun** – 3hr on the border of Z2 and 3

**Training Tips [SUN]** Take this opportunity to go on a group ride with a few friends and just enjoy the day without any training pressures.

## Block Two – From LT to FT

**Week five** **Goal** – To begin increasing the intensity still further with more Zone 3b work

**Mon** – Rest

**Tue** – 2hr on the border of Z2 and 3 at 95-100rpm (inc 3 x 10min in Z3b)

**Wed** – Rest

**Thu** – 2hr on the border of Z2 and 3 at 95-100rpm (inc 20min in Z3b)

**Fri** – Rest

**Sat** – 90min on the border of Z2 and 3 at 95-100rpm (inc 3 x 10min at 110-120rpm)

**Sun** – 4hr 30min on the border of Z2 and 3 at 95-100rpm (inc 3 x 10min in Z3b)

**Training Tips [GENERAL]** Zone 3b work relies on you being able to ride quickly and without too many stops or periods of freewheeling. Try to find a route that’s both quiet and traffic-light.

**Week six** **Goal** – To carry your Zone 3b work into longer blocks

**Mon** – Rest

**Tue** – 2hr on the border of Z2 and 3 at 95-100rpm (inc 3 x 15min in Z3b)

**Wed** – Rest

**Thu** – 2hr on the border of Z2 and 3 at 95-100rpm (inc 30min in Z3b)

**Fri** – Rest

**Sat** – 90min on the border of Z2 and 3 at 95-100rpm (inc 3 x 10min at 110-120rpm)

**Sun** – 4hr 45min on the border of Z2 and 3 at 95-100rpm (inc 3 x 15min in Z3b)

**Training Tips [SUN]** The long rides in this block are essentially the same as last block, so it might be an idea to re-use the routes and see how your rides compare.

**Week ten** **Goal** – To measure your effort and recovery carefully so that you complete all rides at the right intensities

**Mon** – 60min: Start with 10min mid Z2, then 5min in Z3b, then 5min on the border of Z2 and 3. Now do 5 x 3min in Z5/6, with 3min Very Easy rest after each

**Tue** – Rest

**Wed** – 2hr on the border of Z2 and 3 at 95-100rpm (inc 4 x 10min on the border of Z3 and 4)

**Thu** – Rest

**Fri** – 2hr: Start with 10min mid Z2, then do 100min Z3a, then 10min mid Z2

**Sat** – Rest

**Sun** – 4hr on the border of Z2 and 3 at 95-100rpm (inc 4 x 20min in Z3b)

**Training Tips [FRI]** If you’re feeling especially tired as you approach Friday’s ride, you can always drop the effort back to the border of Zones 2 and 3.

**Week eleven** **Goal** – To maintain a consistent effort across all intervals on Monday

**Mon** – 60min: Start with 10min mid Z2, then 5min in Z3b, then 5min on the border of Z2 and 3. Now do 6 x 3min in Z5/6, with 3min Very Easy rest after each

**Tue** – Rest

**Wed** – 2hr on the border of Z2 and 3 at 95-100rpm (inc 3 x 15min on the border of Z3 and 4)

**Thu** – Rest

**Fri** – 2hr: Start with 10min mid Z2, then do 100min Z3a, then 10min mid Z2

**Sat** – Rest

**Sun** – 4hr on the border of Z2 and 3 at 95-100rpm (inc 4 x 20min in Z3b)

**Training Tips [MON]** Six near-max efforts probably looks impossible to you as you read this. Don’t worry, by the time you get here you will be ready!

**Week twelve** **RECOVERY WEEK**  
**Goal** – To recover and then hit your second test ride hard

**Mon** – Rest

**Tue** – 90min mid Z2 at 95-100rpm (inc 3 x 10min at 110-120rpm)

**Wed** – Rest

**Thu** – 60min Easy spin

**Fri** – TEST RIDE

**Sat** – Rest

**Sun** – 3hr on the border of Z2 and 3

**Training Tips [THU]** Thursday’s ride is just a tune-up for the test the following day, so keep the effort nice and easy. You should aim to finish feeling refreshed, not tired.

# Getting it right: bike maintenance

A bike in perfect working order is fast, fun to ride and, above all else, safe

**B**efore any ride you should always go through some sort of bike check.

It's common sense. Just like you would if you were to head off on a lengthy road trip, you would insure your oil, water and petrol levels are sufficient and tend to any wear and tear that could cause problems. The same process can be applied to your cycling.

Bike checks needn't take long, providing you do them often and keep on top of any issues that arise. Ignoring small mechanicals, which you think are 'insignificant' could potentially turn into bigger problems further down the line when you least expect them — more often than not, halfway through a sportive, the furthest distance away from the finish line, in the torrential rain, and with a phone that has no battery. The cycling life can be like that.

## What to do?

Listen to your bike. OK, it may sound a little odd, but your bike is good at letting you know when there is an issue. Remember, a well-maintained bike should run almost silently. Any sort of rattle or creak means there is a problem.

Adhere to the 'M' check. It's a simple, easy way to check every part of your bike without overlooking anything and it only takes a couple of minutes.

**1 Wheels:** Check that quick-release skewer is firmly closed or that axle nuts are fully tightened.

**2 Tyre wear:** Check that tyres are not split or cracked, look for glass or flints and check the wear of the tread.

**3 Tyre pressure:** Check tyres are correctly inflated. For road riding in normal conditions they should be between 100psi and 110psi.

**4 Hub bearings:** Grasp the wheel and rock it from side to side to feel for loose bearings. Spin the wheel to make sure it runs smoothly.

**5 Rims and spokes:** Look for bent spokes or cracks in the rim, spin the wheel to check it is not buckled.

**6 Brakes:** Check the levers are set so that they can be reached comfortably. Apply brakes one at a time and try to push your bike forward to check they work properly.

**7 Brake blocks:** Check that blocks are correctly positioned and that plenty of pad material remains.

**8 Brake cables:** Check that cables are not frayed or heavily corroded.

**9 Handlebar alignment:** Check that the handlebars are correctly aligned and are secured by the stem.



**10 Stem alignment:** Hold front tyre between knees and turn handlebars gently to check that the stem is tightened and is correctly aligned with the front wheel.

**11 Headset bearings:** Apply the brakes and rock the bike to and fro to feel for loose headset bearings. Lift the bike by the head tube and check that the steering can move freely.

**12 Gears and transmission:** Check that the chain is clean and lubricated; not glowing orange with rust.

**13 Peripherals:** Check that all additional items such as lights, mudguards, racks and any brackets are firmly secured.

**14 Rear mech position:** Lift the back end of the bike and spin the rear wheel. Make sure the mech doesn't touch the spokes. Look for any signs of damage or misalignment.

**15 Saddle:** Check that the seatpost is tight and that the 'minimum insertion' marker is not visible above the seat tube. Try to rock the saddle to check that it is fitted securely and ensure that it is sitting straight and level.



## Bike service

Just as you would with your car, every year you should go and get your bike serviced. Many bike shops now offer servicing at very affordable prices. A good example of this is Evans Cycles who offer Bronze, Silver and Gold services. The latter includes a full strip down to the frame and forks to service the hubs, bottom bracket and headset bearings. These comprehensive services generally take about an hour or so, so you can wait while it's being checked. A smaller service that focuses on the basics can take just 30 minutes.

## Keep it clean

Before the big day, make sure your bike is clean. While there is no research to prove that a cleaner bike will make you go faster, riding a shiny bike certainly makes you feel good, and will have a positive impact on your performance.

There is also a practical element for having a dirt-free bike. Any muck and grime could affect your components, and increase the chances of a non-finish due to a mechanical problem.

■ **Chain:** Spray-on degreasers work brilliantly. Use a small paintbrush with stiff bristles and, with the chain in the big ring, work the degreaser into the chain on both sides. Turn the cranks and work along the leading edge into each chain link, working away from the chainset.

■ **Chainrings:** Work the brush into the rear sprockets, pushing it down into the cassette as you whizz the pedals around. Hold the end of the brush against the jockey wheels as they turn, use a tiny amount of degreaser and avoid the bearing sides if you can. A few drops of minimum-weight oil on exposed cable guides and on brake pivots and derailleurs will keep them working smoothly.

■ **Wheels:** Giving the rims a good clean will protect the brake pads from picking up harmful deposits that could damage the braking surface. Wash the tyres too. It is much easier to check for cuts and embedded shards that could cause punctures, with clean tyres.



Even if the weather forecast is bright and sunny, take precautions. They're not always right. Store a rain cape, knee and arm-warmers, overshoes and a windproof jacket in your bag. You don't even have to take them with you on your ride, but it will give you peace of mind knowing you have wet gear should the weather take a turn for the worse.

### Cycling-specific kit

We'd like to think that you wouldn't forget your clothes on the day of the big event... Don't leave anything to chance and make a checklist: cycling-specific socks, a good

wicking base layer, a comfortable pair of bibshorts, short-fingered mitts with some padding, a jersey, jacket and windproof jersey. Simple.

### Warm clothes

Driving home after your sportive in wet, smelly, sweaty cycling gear is neither pleasant nor hygienic. It's a breeding ground for germs, and will increase the risk of saddle sores developing.

Even if there are no shower facilities, changing into a pair of warm jogging bottoms, clean T-shirt and socks will feel like bliss after a hard day's riding.

### Toiletries

There are a few things from your wash bag worth having at a sportive. Chamois cream, even if you don't normally use it, can help with saddle comfort if you are planning on a long ride. If you are lucky you might be able to get a shower at the end so throw in a towel and some soap. Wet wipes are a good idea in case there are no washing facilities — a quick wipe round will at least help you feel fresher and you can get rid of the worst of road grime or remnants of chamois cream. Sun cream is always a good idea. Even on overcast days, the amount of time you will be spending outside means you'll need some UV protection. It's also worth carrying a small first-aid kit to deal with any minor abrasions, cuts or sores.

### Bike tools

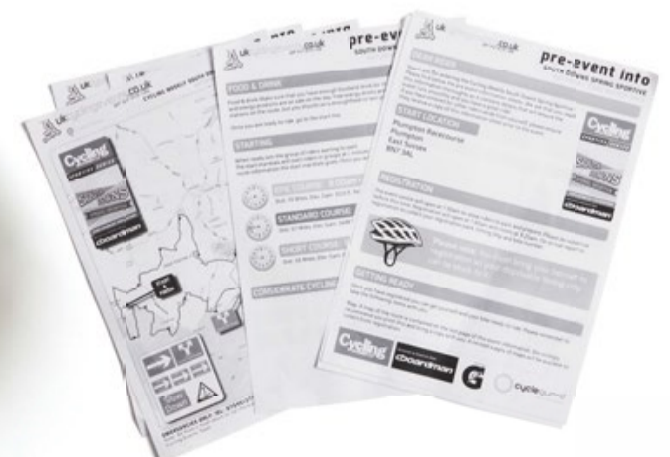
Punctures can be an occasional nuisance, but providing you know how to deal with them, they shouldn't be anything to worry about.

Always take a set of tyre levers, a hand pump and inner tubes. Don't rely on others for spares; they might not have any, and even if they do, they might not want to share.

### Event information

The majority of events provide plenty of useful pre-event information. Printing it off and reading it in advance can save on-the-day stress over everything from car parking to where you put your number. If you have entered online, a printout of your registration may also save time and hassle at signing on.

Many events offer GPX files or other means of downloading a map to your GPS unit. This can be extremely handy if you want to have all the details of certain climbs and turns as you ride. Although be warned; some organisers can — and will — change the route on the day!



# Getting it right: nutrition

You wouldn't put diesel in a Ferrari — so make sure you're getting the right fuel for your body to perform

**Y**ou've done all the training. Your body is ready. You've packed your kit, cleaned and checked your bike and have prepared yourself mentally. You couldn't be in better shape.

There is just one more hurdle to get over, and it may not seem like much, but it's one that catches a lot of cyclists out. Get it wrong and it has the potential to completely undo all the hard work you have put in over the last few months. Nutrition is something you must get right.

Training and nutrition go hand in hand. One won't work without the other. It makes no difference how much training you have done, or how strong you feel. If you don't feed the body with the right fuel, it won't be able to produce energy to propel the bike forwards.

Next time you watch a Grand Tour take a look at some of the riders. There's not a moment that goes by without a cyclist swigging down an energy drink, sucking on an energy gel or chomping down some sort of carb-rich rice cake wrapped in shiny tin foil.

They are feeding and fuelling their bodies in order to perform. If they didn't, they wouldn't get very far, never mind complete a three-week stage race. So let's get it right.

## The moment you wake up

The morning of your sportive is when your nutrition begins and it's important to get it off to a good start. What you eat now will have an impact on how you perform in a few hours' time.

A lot of sportives start very early in the morning and it can be difficult to eat a large meal at the break of dawn. That's why you need to eat exactly the right foods to fuel the body. Don't fall into the trap that the more you eat the better, as overeating can lead to bloating and leave you feeling nauseous.

Choose foods that are light on the stomach and easily digestible such as toast, porridge and yoghurt. These foods also have a low Glycemic Index (GI) rating and so are great for cycling.

All carbohydrates found in foods are rated on the Glycaemic Index and are

given a score at which the speed they enter the blood stream. For an event such as a sportive, which takes place over many hours, you want foods with a low GI rating as they will provide a steady release of energy over many hours, minimising sugar crashes and dips in energy. High GI foods have their place, but should be used when you're starting to feel sluggish and in need of a quick hit.

Remember it this way, low GI foods will provide a base of energy that you can call upon for many hours while high GI foods will give you that extra buzz when you need it.

In order to fill the tank, consume foods containing 1-4g of carbohydrates per kg of body weight, two to four hours before your ride. In the hour or so leading up to your big ride, avoid eating anything too big as this could upset your stomach. Smaller snacks such as a fruit, energy bars or a sports drink will help keep your fuel levels topped up.

## Start on fluids

It's not just about fuelling. Now is the time to get fluids into your system to reduce the risk of dehydration. In recent years it was advised that even a slight fall in hydration can cause a significant drop in performance. Guidelines suggest that drinking 150ml of water every 15 minutes will be sufficient to remain in a well-hydrated state.

However more research has shown that dehydration doesn't impact performance as much as we thought. The International Olympic Committee now advises that it's far better and easier to minimise dehydration rather than optimise hydration. It also added that starting in a fully-hydrated state is more practical and controllable.

Ensuring you're sufficiently hydrated before your event will limit the risk of dehydration more efficiently than trying to constantly hydrate while on the bike.

Try to drink at least 500ml of water when you wake up to replace the fluids your body lost overnight through respiration and perspiration.

Go for foods that release energy slowly, such as oats



In the hours leading up to your event drink an additional 500ml of water two to three hours before you get on the bike. Drinking several hours before riding gives your body sufficient time to excrete any excess fluid, which hasn't been absorbed by the body.

### Fuelling your ride

As a guideline, 60g per hour of carbohydrates should be adequate for a steady sportive ride for the majority of cyclists. This is achieved through the intake of gels, bars and drinks.

It's best to have a nutrition plan in place. This can help to remind you to eat regularly, and encourage you to keep on top of your fuelling. For example, if one gel contains 30g of carbohydrates, a bar has 20g and your drink contains 60g per 500ml, then one of each, plus a couple of mouthfuls of fluid every hour will help reach that 60g target.

Stuffing your face in the belief that the more carbohydrates you can get into your system the faster you will ride is wrong. Overeating will only lead to feelings of nausea. While research does show a positive relationship between carbohydrate intake and performance at up to 90g per hour, this is only really necessary for the elite where every ounce of energy can make that difference between winning and losing.

## Sleeping burns energy so eat the night before

Did you know that sleep expends energy, and the body will burn carbohydrates as well as fluids through sweating and breathing? This is why you should never skip breakfast. The night before, eat a hearty, nutritious meal, full of carbohydrates, proteins, salts and fats. Don't worry too much about how much you eat, as your body should be able to digest it through the night. Go for foods with a high carbohydrate content such as pasta, breads and rice and proteins, which can be meats, chicken, fish as well as nuts and dairy products.

## Drinking on the go

Current trends advise drinking at a rate that replaces the majority of sweat loss, which will be between 800ml to 1,000ml per hour in a 'normal' steady medium intensity conditions.



Sort your hydration strategy during training sessions

But sweat rates vary and taking on too much fluid can make you feel sick and can negatively affect your performance.

■ **Under 60 minutes:** Your hydration status is not a huge concern assuming you start in a hydrated state and water will be fine.

■ **Over 90 minutes:** Consume a sports drink with a carbohydrate content between 4-8 per cent (4-8/100ml). These are known as isotonic drinks and contain similar concentrations of salt and sugar as in the

human body, so are absorbed by the body as quickly as water. Aim to drink 120ml to 180ml every 10 to 20 minutes. This roughly works out at one regular sized bidon an hour.

## Plan

- Sport drink 600-800ml of 6-8 per cent carbohydrate drink: 50g carbohydrate
- Typical energy bar: 25g of carbohydrate
- Typical energy gel: 20g of carbohydrate

# Getting it right: perfect pacing

Metering out your effort is vital if you want to finish the event with a decent time and a solid sprint across the line. Here are a few pointers

**P**ractising your pacing strategy beforehand is vital. Knowing what pace you can sustain will give you the mental strength to stick to your game plan on the day.

## Planning

Take a look at the profile of your event and work out where the hard sections — typically the climbs — and the easier sections occur. Make a mental note of any descents where you will be able to recover a little bit and know where the tough bits are so you can mentally prepare yourself for them. You may find it helps to have the route on your Garmin or even just the profile of the course taped to your bars. Think about how you will manage your nutrition. You should know where the feed stations are on the course so you don't run out of fluid. If there is a very long, hard climb, try to get a bar or gel in 10-15 minutes beforehand to give you the fuel to get up it.

## Effort levels

Pacing is all about effort, not speed. From your training you should be familiar with how your body feels when riding at different intensities. There are lots of tools you can use to monitor your effort: heart rate zones, power, breathing rates and feel or ideally a combination of all of these.

The challenge is to even out your effort across the route so that you have the energy to push harder on the hills. If your effort level is too high on the flat, you won't have any more to give on the climbs, particularly if they come late in the ride. Don't go flat-out on the climbs though. Back off your effort a little, particularly at the start of long, draggy climbs. This will help you to maintain a more manageable level of effort and

make it easier to maintain a good pace without burning lots of fuel and running the risk of blowing up.

In the early stages when you are fresh and enthusiastic you may feel like you want to push on but consciously start off a little bit easier than your body wants to go. Holding back will ensure that you have something left toward the final part of the ride. Practise pacing on your long rides, it will help you start to recognise the sensations of trying too hard and overcooking it.

## Using tools to pace yourself.

If you use a heart rate monitor or power meter in training then you may find it helpful during an event as well. For solo events you can stick very rigidly to a plan and having some numbers to watch will help you focus. However if you are going to do this it is important that the plan you set yourself is realistic and based upon your best performances in training rides of similar length. Your heart rate is very unreliable as it is influenced by many things. At the start it may be high due to nerves and excitement; heat can also elevate your heart rate; as can a phenomenon known as 'cardiac drift' which is where your heart rate climbs higher as exercise goes on.

Many experienced riders choose not to look at heart rate or power as they prefer to go on how their body feels. If you feel good, are rested and your training has worked well, then you may be able to go harder than you expect. In this situation following the numbers may hold you back. If you are using power or heart rate to measure your efforts make sure that you have tested your training zones every six weeks during training.

**“Ensure your goals are realistic and are based upon your training”**



Remember: it's not a race!

## Choosing when to work with other riders during a sportive

Working together with other riders can help the whole group travel faster whilst reducing your own energy expenditure. In large sportives riders seem to naturally drift together into groups so take advantage of this whenever you can. Getting into a well-organised pace line is one of the most enjoyable and rewarding experiences of cycling. If you want to get a really good time in an event this is a technique not to be ignored. However, when it comes to pacing yourself for a long event you need to keep your wits about you as there are several easy traps to fall into.

Firstly, don't put yourself into the red early on trying to stay with a group that is significantly faster than you are. It will feel good getting sucked along with fast riders when you are fresh and full of adrenaline at the start but if you are over-reaching your capabilities and begin to struggle, you may well end up blowing badly and finishing much more slowly than you would have had you stuck to a steadier pace from the start.

Don't get cocky if you think the group you are in is moving too slowly for you. Obviously you don't want to be held back by staying there, but unless you are significantly faster you may find they catch you again quite quickly. If you made a big deal of attacking off the front this will make you look really silly. Instead trying working out who the strong riders are and share the work with them, gradually upping the pace. You'll soon shed those who can't keep up but will hopefully keep some riding companions. Brutal, but that is sport.

Be fair in the amount of work you do on the front — after all, this is a sportive not a race and there are no prizes for winners. Using the tactic of 'sitting on' and sparing your legs for a sprint is wasted here. If the goal of the group is to get the best finish time possible then working as a team will be better than the group disintegrating because of prima donna tactics. If you are struggling to do your fair share then say that and try to cling on as long as you can. If this happens respect those who have done the work; don't sprint against them but do make sure you let them know you appreciated the tow.



# 2015 Sportive calendar

You've trained hard; now it's time to put that fitness to good use by entering one of these great events

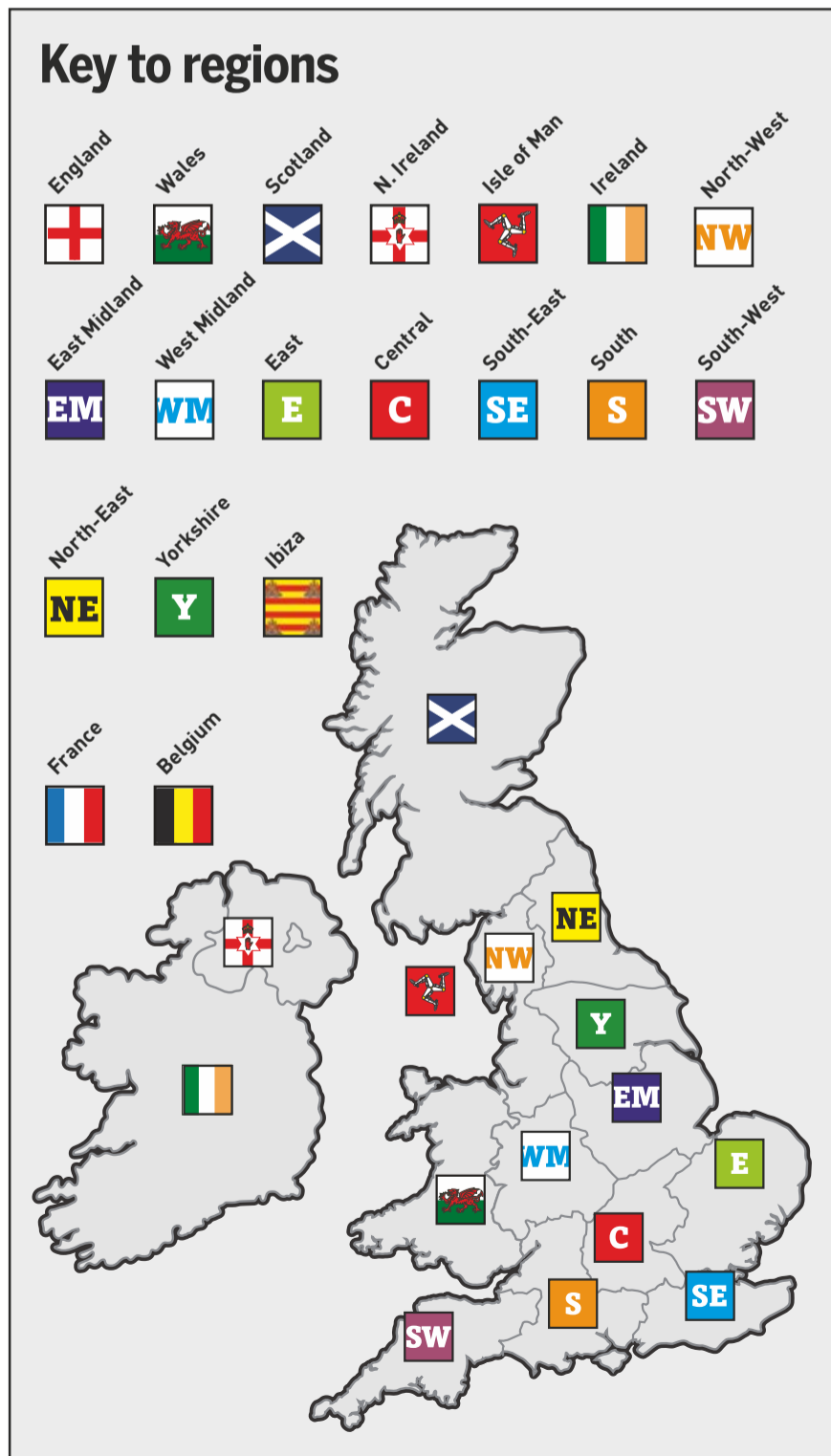


Photo: Daniel Gould

**Sunday March 8**

**Y 65 Roses Spring Classic**

Dorothy Hyman Sports Centre, Cudworth, S72 8LH  
48/68 miles. £25  
www.65Roses-SpringClassic.co.uk  
CF-FS-ATC-EM

**Sunday March 8**

**S Performance Cycles Winter Mini-Sportive Series (6 of 6)**

Waterland Outdoor Pursuits, Cirencester, GL7 6DF  
45/65 miles. £8.50  
www.performancecycles.co.uk/mini

**Sunday March 8**

**NW Polocini Winter Sprinter**

The Woodford Centre, Woodford, Cheshire, SK7 1PS  
32/63 miles. £15/£20  
@polocini  
www.polocini.com  
CF-FS-EM

**Sunday March 8**

**SE Puncheur**

Ditchling Pavilion, BN1 8TY 65 miles. £25  
@puncheurportif  
www.puncheur.co.uk  
CF-FS-ET-EM

**Sunday March 8**

**SE South Downs Sting CX Sportive**

Duncton Pavillion, Duncton, West Sussex, GU28 0JY  
40/60/80km. £20/£24  
www.southernsportive.com  
CF-FS-ET-ATC-EM

**Sunday March 8**

**SE The VO2 Sportive**

VO2 Cycling Ltd, The Walled Garden, Hildenborough, TN11 8ND  
30/65/120km. £25  
@vo2cycling  
www.thevo2sportive.co.uk  
CF-FS-ET-EM

**Sunday March 8**

**C Wares Cambridge?**

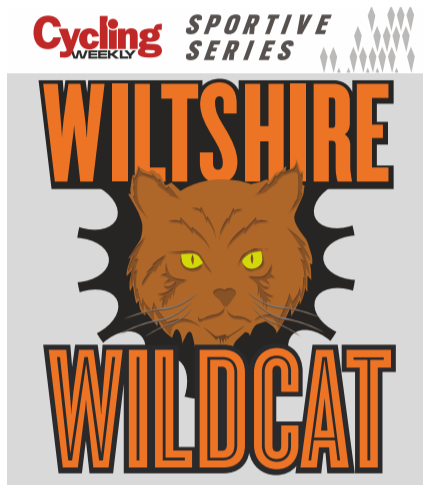
Allenburys Sports and

Social Club, Ware, SG12 0DJ  
30/50/80 miles. £18/£20  
@Sportive\_UK  
www.sportiveuk.co.uk  
CF-FS-ET-EM

**Saturday March 14**

**SW Wiltshire Wild Cat**

Salisbury Racecourse, Wiltshire, SP2 8PN  
34/62/80 miles. £25/£35  
@cyclingweekly  
www.bookmyride.co.uk  
CF-FS-EOL-ET-EM



**Sunday March 15**

**WM The Shropshire Devil**

Minsterley Community Centre, Minsterley, Near Shrewsbury, SY5 0BZ  
48/80 miles. £25  
www.redkiteevents.co.uk  
FS-ET-EM

**Sunday March 15**

**NW Torelli Jodrell Bank Classic Sportive**

Poynton Leisure Centre, Yew Tree Lane, Poynton, SK12 1PU  
26/50/80 miles. £22.50/£27.50  
@TeamTorelli  
tinyurl.com/lznr5tb  
CF-FS-ET-EM

**Saturday March 21**

**SE The Compact 50**

Cobham Village Hall, Lushington Drive, Cobham, KT11 2LU  
50 miles. £25  
www.5034eventsuksportive.co.uk  
CF-FS-ET-ATC-EM

**ABBREVIATIONS:** **CF** changing facilities, **ET** electronic timing, **FS** feed station, **ATC** affiliated to charity, **EOL** entry on the start line, **EM** electronic mapping



**Wiltshire Wildcat:**  
historic countryside

**Sunday March 22**

**SW Grand Tour Somerset Sportive**

North Curry Primary School,  
North Curry, TA3 6NQ  
85/102 miles. £25  
tinyurl.com/nptpvb4

CF-FS-EM

**Sunday March 22**

**SW Lionheart Sportive**

Longleat, Warminster,  
Wiltshire, BA12 7NW  
62/100 miles. £40/£42

@HumanRaceEvents

www.humanrace.co.uk/cycling  
FS-ET-EM

**Sunday March 22**

**EM Ordnance Survey  
Cobbler Classic**

Turweston aerodrome,  
Biddlesden Road, Westbury,  
Brackley, NN13 5YD  
39/60/76 miles. £18/£30  
@ukcyclingevents  
www.ukcyclingevents.co.uk  
CF-FS-EOL-ET-EM

## Sportive planner

### Saturday March 21

#### **SW** Haldon Heroic – CX Sportive

Stover School, TQ12 6QG  
80 km. £37  
@JustEventsLtd  
www.HaldonHeroic.co.uk  
FS-EM

### Sunday March 22

#### **C** The Black Legend Sportive

John O'Gaunt School,  
Hungerford, RG17 0AN  
45/56/80 miles. £25/£27/£29  
www.purplepatchrunning.com  
FS-ET

### Sunday March 22

#### **SE** The Spring Onion

Cobham Village Hall  
Lushington Drive, KT11 2LU  
65 miles. £25 – early bird  
www.5034eventsuksportive.co.uk  
CF-FS-ET-ATC-EM

### Sunday March 29

#### **Y** Nidderdale Sportive

Dacre Banks, Dacre  
Harrogate, HG3 4ES  
65/85 miles. £25

www.functionalfitnessvents.co.uk  
CF/FS/ET/EM

### Sunday March 29

#### **SE** Surrey Hills Cyclone

Friends Life,  
Dorking, RH4 1QA  
42/66/86 miles. £25/£35  
@cyclingweekly  
www.bookmyride.co.uk  
CF-FS-EOL-ET-EM



### Sunday March 29

#### **S** The Joker

Salisbury Racecourse,  
Netherhampton, SP2 8TN  
60-150km. £28/£30

@cyclosportive  
www.southern sportive.com  
FS-ET-ATC-EM

### Friday April 3

#### **SE** The Good Friday Sportive

Folkestone Rugby Club,  
Kent, CT18 8BH  
38/74/100 miles. £22 - £28  
www.icycleevents.co.uk  
CF-FS-ET-EM

### Sunday April 5

#### **Y** Blue Giraffe Bicycles North York Moors Spring Classic

Stokesley Town Hall, TS9 5DG  
30/56 miles. £15/£20  
@bluegiraffe1  
www.bluegiraffebicycles.co.uk  
CF-FS-EM

### Sunday April 5

#### **NW** Pendle Witches Vintage Velo

The Craven Heifer Public House,  
Rawtenstall, BB48LA  
13/56 miles. £6.95/£16/95  
www.pendlewitchesvintagevelo.co.uk  
FS-ATC-EM

### Sunday April 5

#### **EM** The Quattro Sportive

Cogenhoe Football Club, Brafield Road,  
Northamptonshire, NN7 1ND  
50/63/84 miles. £25/£27/£29  
www.justracinguk.com/  
event/2014/quattro-sportive-0  
FS-EM

### Monday April 6

#### **S** The Exclusive Sportive Series: Lainston House

Lainston House Hotel, Sparsholt,  
Winchester, SO21 2LT  
30/70/120km. £35  
@cycletoursuk  
www.cycletoursuk.com  
FS-EM

### March 6-12

#### **SW** Dartmoor Cycling Camp

Sherill Farm Holiday Cottages,  
PL19 0QP  
Various. £695  
@JustEventsLtd  
www.Dartmoor.biz  
CF-FS-EM



Photo: Daniel Gould

The Surrey Cyclone's  
got classic climbs

**ABBREVIATIONS:** **CF** changing facilities, **ET** electronic timing, **FS** feed station, **ATC** affiliated to charity, **EOL** entry on the start line, **EM** electronic mapping

### Sunday April 12

#### **Y** Moors and Shores Adventure Cross

Dalby Forest, N. Yorkshire, YO18 7LT  
 45/60 miles. £25/£35  
 @cyclingweekly  
[www.bookmyride.co.uk](http://www.bookmyride.co.uk)  
 CF/FS/ET/EM



### Sunday April 12

#### **NW** The Shap Spring Classic (part of The Lakeland Classic Series)

Coniston School, Coniston, LA21 8EW  
 75 miles. £25  
[www.seismic-events.co.uk](http://www.seismic-events.co.uk)  
 CF-FS-ET-ATC-EM

### April 11-12

#### **S** Wiggle New Forest Spring

Matchams Leisure Park, nr Ringwood, BH24 2BT  
 62/84 miles. £33  
 @ukcyclingevents  
[www.ukcyclingevents.co.uk](http://www.ukcyclingevents.co.uk)  
 CF-FS-EOL-ET-EM

### Sunday April 12

#### **C** Guide Dogs Tour of Berkshire

Guide Dogs for the Blind Association, Hillfields, RG7 3YG  
 41.5/84/125km. £18/£22/£26  
 @dengieevents  
[www.dengieevents.co.uk](http://www.dengieevents.co.uk)  
 CF-ET-FS-EOL-ATC-EM

### Sunday April 12

#### **SW** Hammer Sportive!

Salcombe Rugby Club, Salcombe, TQ8 8AX  
 65/105/135km. £25.99/£29.99  
[www.hammersport.co.uk](http://www.hammersport.co.uk)  
 CF-ET-FS-EOL-ATC-EM

### Sunday April 12

#### **EM** Ronde Van Chinley

Old Hall Inn & Paper Mill Inn, High Peak, Derbyshire, SK23 6EJ  
 52km. £15  
[tinyurl.com/n6wkg4y](http://tinyurl.com/n6wkg4y)  
 FS-ATC

### Sunday April 12

#### **WM** Shakespeare SPRING 100

Stratford-upon-Avon Park & Ride, Stratford-upon-Avon, CV37 ORE  
 50/100km. £29  
[www.macride-events.org.uk](http://www.macride-events.org.uk)  
 FS-ATC-EM

### Sunday April 12

#### **SE** The Fool's Errand IV – Fool You More

Hadlow College, Hadlow, TN11 0AL  
 60/120km. £15/£25  
 @Widehorizons\_uk  
[www.widehorizons.org.uk/the-foolserrand](http://www.widehorizons.org.uk/the-foolserrand)  
 CF-FS-ET-ATC-EM

### April 13 -19

#### **SW** Dartmoor Cycling Camp

Bellever Youth Hostel, PL20 6TU  
 Various. £595  
 @JustEventsLtd  
[www.Dartmoor.biz](http://www.Dartmoor.biz)  
 CF-FS-EM

### Saturday April 18

#### **NW** The Open Wheel: West Riding Classic

Clapham Village Hall, Clapham, Lancaster, LA2 8EQ  
 33/60/75 miles. £26  
 @theopenwheel  
[www.theopenwheel.com/rides](http://www.theopenwheel.com/rides)  
 FS-ET-ATC-EM

### Saturday April 18

#### **Y** Velo29-Altura Daffodils

Thirsk School, Thirsk, YO7 1RZ  
 36/77/88 miles. £15/£25  
 @Velo29Eventscom  
[www.velo29events.com/sportives](http://www.velo29events.com/sportives)  
 CF-FS-ET-ATC-EM

### Sunday April 19

#### **C** Herts Easter Hunt

Chancellor's School, Hatfield, AL9 7BN  
 33/65/98 miles. £18/£20  
 @Sportive\_UK  
[www.sportiveuk.co.uk](http://www.sportiveuk.co.uk)  
 CF-FS-ET-EM

### Sunday April 19

#### **E** Action Peterborough 100

Marriott Hotel, Peterborough, PE2 6GB  
 46/64/101 miles. £55  
[www.action.org.uk/peterborough-100](http://www.action.org.uk/peterborough-100)  
 CF-FS-ET-ATC-EM

### Sunday April 19

#### **SE** Kent Velo Girls Sportive

Hilden Park Golf & Leisure Club, Hildenborough, TN11 8LX  
 20/40/60 miles. £25/£50  
[tinyurl.com/nhbe9ws](http://tinyurl.com/nhbe9ws)  
 CF-FS-ET-ATC-EM

### Sunday April 19

#### **SE** On Your Bike

Riverside Leisure Area, Gravesend, DA12 2RL  
 15/30/45 miles. £20  
 @onyourbikeGsend  
[www.onyourbike.org.uk](http://www.onyourbike.org.uk)  
 FS-ET-EM

### Sunday April 19

#### **SW** The Exmoor Beauty

Tivertomm High School, EX16 6SQ  
 100km. £30  
[www.exmoorbeauty.org](http://www.exmoorbeauty.org)  
 CF-FS-ET-EM

### Sunday April 19

#### **NW** Torelli Manchester-Chester-Manchester

Poynton Leisure Centre, Yew Tree Lane, Poynton, SK12 1PU  
 30/60/100 miles. £22.50/£27  
 @TeamTorelli  
[www.mcmsportive2015.blogspot.co.uk](http://www.mcmsportive2015.blogspot.co.uk)  
 CF-FS-ET-EM

### Sunday April 19

#### **E** Wiggle Spring Saddle

Rowley Mile Racecourse, Newmarket, CB8 0TF  
 38/73/100 miles. £33  
 @ukcyclingevents  
[www.ukcyclingevents.co.uk](http://www.ukcyclingevents.co.uk)  
 CF-FS-EOL-ET-EM

### Saturday April 25

#### **EM** Dare 2b Rutland CiCLE Tour

Giant Store Rutland, Rutland Water South Shore, LE15 8HD  
 21/57/78/104 miles. £20/£30  
 @itpcycling  
[www.itpevents.co.uk](http://www.itpevents.co.uk)  
 FS-ET-ATC-EM

### Saturday April 25

#### Tour of Pembrokeshire

Oriel y Parc, St. Davids, SA62 6NW  
 50/75/100 miles. £30/£35/£40  
 @pembstour  
[www.tourofpembrokeshire.co.uk](http://www.tourofpembrokeshire.co.uk)  
 CF-FS-E-ATC-EM

### Sunday April 26

#### **WM** Action Warwickshire100

Stratford upon Avon Racecourse, CV37 9SE  
 37/60/102 miles. £55  
[www.action.org.uk/warwickshire-100](http://www.action.org.uk/warwickshire-100)  
 CF-FS-ET-ATC-EM

### Sunday April 26

#### Etape Loch Ness

Inverness, TBC  
 67 miles. £TBC  
 @EtapeLochNess  
[www.etapelochness.com](http://www.etapelochness.com)  
 FS-ET-EM

### Sunday April 26

#### Gran Fondo Conwy

Conwy Quay, Conwy, LL32 8BB  
 40/75/105 miles.  
 £31.99/£35.99/£39.99  
 @aahevents  
[www.granfondoconwy.com](http://www.granfondoconwy.com)  
 FS-EM-ET

## Sunday April 26

### **Y** Heart of the Wolds Sportive

Driffield Showground, East Yorkshire, YO25 9DN  
37/100/134km. £20/£25  
www.woldssportive.co.uk  
CF-FS-ET

## Sunday April 26

### **SE** KM Big Bike Ride

Baypoint Club, Sandwich, CT13 9QL  
50/100km. £30  
www.kmcharityteam.co.uk/  
challenge/bikeride  
CF-FS-ET-ATC

## Sunday April 26

### **C** St. George's Sportive

Princes Risborough School, Merton Rd, HP27 0DT  
78/112/133km. £22/£23/£24  
@cyclosportive  
www.southernsportive.com  
FS-ET-ATC-EM

## Sunday April 26

### **S** White Horse Challenge

Viscountess Barrington's Memorial Hall, Shrivenham, SN6 8BL  
90 miles. £30  
www.whitehorsechallenge.com  
FS-ET-ATC

## Sunday April 26

### **SE** Wiggle Ups and Downs

Friends Life Building, Dorking, RH4 1QA  
36/80/102 miles. £23/£33  
@ukcyclingevents  
www.ukcyclingevents.co.uk  
CF-FS-EOL-ET-EM

## Friday-Sunday May 1-3

### **Y** Tour de Yorkshire

TBA  
50/100/140km. £TBA  
@letouryorkshire  
www.letour.yorkshire.com

## May 1-3

### **C** Halow250

TBC  
250 miles. £300+ fundraising  
@halow250  
www.halow250.org.uk  
CF-FS-ATC-EM

## May 1-4

### Round the Island Cycle Challenge

Ibiza  
135/190km. £75 + £1,300 fundraising  
@GreatOrmondSt  
www.gosh.org/ibiza  
CF-FS-ATC

## Saturday May 2

### **SW** Dartmoor Demon

Exeter Racecourse, EX6 7XS  
58/98 miles. £35  
@cyclingweekly  
www.bookmyride.co.uk  
CF-FS-EOL-ET-EM



## Saturday May 2

### Drumlanrig Challenge

Drumlanrig Castle, Dumfries, DG3 4AG  
38/66/100 miles. £donation  
www.tearfundcycling.btck.co.uk  
FS-ATC-EM

## May 2-4

### **SE** 3 Days In Surrey

Cobham Village Hall, Cobham, KT11 2LU  
195 miles. £25 per day  
www.5034events.co.uk  
CF-FS-ET-ATC-EM

## Sunday May 3

### An Post Tour of Sligo

Institute of Technology, Sligo  
60/100/160km. €30/€40  
www.tourofsligo.ie  
CF-FS-ATC

## Sunday May 3

### **NW** Great Dun Fell Cycle Sportive

Appleby Sports Centre,

Cumbria, CA16 6XU  
63 miles. £23  
@sport\_in\_action  
www.sportinaction.co.uk  
CF-FS-EM-ATC

## Sunday May 3

### **E** Cambridge 100/50

Impington Village College, New Road, CB24 9LX  
50/100 miles. £TBC  
@BikeEventsTeam  
www.bike-events.com/cambridge100  
FS-ET-ATC

## Sunday May 3

### Circle of Hope

Hope Parish Hall, Kiln Lane, Wrexham, LL12 9PH  
15/50/100 miles. £20  
@COHbikeride  
www.circleofhopebikeride.co.uk  
CF-FS-ATC

## Sunday May 3

### **C** Classic Oxfordshire

Harwell Oxford, Didcot, Oxon OX11 0QX  
12/30/60/75/100 miles. £TBC  
@BikeEventsTeam  
www.bike-events.com/classicoxfordshire  
FS-ET-ATC

## Sunday May 3

### Preseli Angel

The Parrog, Newport, SA43 0RP  
40/80 miles. £10/£15  
@baxtertwit  
www.velo-teifi.org.uk  
CF-FS

## Sunday May 3

### **SW** Somerset Hills Gran Fondo

14 Hopwoods Corner, Cheddar, Somerset BS27 3EU  
71/142/200km. £22-£30  
www.somersetgranfondo.co.uk  
ET-FS-EOL-ATC-EM

## Sunday May 3

### Wiggle Wye Valley Warrior

Chepstow Racecourse, Monmouthshire, NP16 6BE  
54/67/106 miles. £23/£33  
@ukcyclingevents  
www.ukcyclingevents.co.uk  
CF-FS-EOL-EM-ET

## Monday May 4

### **SE** The Exclusive Sportive Series: South Lodge Hotel

South Lodge Hotel, Nr. Horsham, RH13 6PS



**ABBREVIATIONS:** **CF** changing facilities, **ET** electronic timing, **FS** feed station, **ATC** affiliated to charity, **EOL** entry on the start line, **EM** electronic mapping

15/60/80/130km. £35  
 @cycletoursuk  
 www.cycletoursuk.com  
 FS-EM

### Saturday May 9

**SW** **Taunton Flyer**  
 Taunton Racecourse,  
 TA3 7BL  
 54/100km. £30-£35  
 @JustEventsLtd  
 www.TauntonFlyer.com  
 CF-FS-ET-ATC-EM

### Sunday May 10

**SW** **Action Brunel Flyer**  
 The Fry Club and  
 Conference Centre,  
 Keynsham, BS31 2AU  
 40/61/100 miles. £55  
 www.action.org.uk/bath-100  
 CF-FS-ET-ATC-EM

### Sunday May 10

**E** **Action Suffolk Sunrise 100**  
 Framlingham College,  
 Framlingham, IP13 9EY  
 45/60/103 miles. £55  
 www.action.org.uk/suffolk-  
 sunrise-100  
 CF-FS-ET-ATC-EM

### Sunday May 10

**SW** **Eden Classic**  
 Eden Project,  
 Bodelva, PL24 2SG  
 30/60/95 miles. £23/£27/£31  
 www.edenproject.com/  
 eden-classic  
 FS-ET-ATC-EM

### Sunday May 10

**X** **Etape Caledonia**  
 Pitlochry TBC  
 81 miles. £70  
 @etapeseries  
 www.etapecaledonia.co.uk  
 FS-ET-ATC

### Sunday May 10

**C** **Hertfordshire 100/50/25**  
 Stanborough Park, Welwyn  
 Garden City, AL8 6DQ  
 25/50/100 miles. £TBC  
 @BikeEventsTeam  
 www.bike-events.com/herts100  
 FS-ET-ATC

### Sunday May 10

**EM** **High Peak Hog**  
 Glossop Cricket Club,  
 Glossop, SK13 7AS  
 50/83 miles. £25  
 @GKVCC

tinyurl.com/k6brnc3  
 CF-ET-FS-EM

### Sunday May 10

**SE** **London Cycle Sportive**  
 Dulwich Park  
 30/62/100 miles. £40/£46/£48  
 @HumanRaceEvents  
 tinyurl.com/mz5h4y3  
 ET-FS-ATC-EM

### Sunday May 10

**E** **Louth Meridian Sportive**  
 Meridian Leisure Centre,  
 Wood Lane, Louth, LN11 8SA  
 12/28/51/85 miles.  
 £10/£20/£27  
 @itpcycling  
 www.itpevents.co.uk  
 CF-FS-ET-EM

### Sunday May 10

**C** **Ride Chartridge**  
 Chartridge Combined  
 School, Chartridge, HP5 2TW  
 30/60/75 miles. £15/£20  
 @ridechartridge  
 www.ridechartridge.com  
 FS-ET-ATC-EM

### Sunday May 10

**W** **Afan Avenger Adventure Cross**  
 Margam Park, Port Talbot, SA13  
 44/60 miles. £25/£35  
 @cyclingweekly  
 www.bookmyride.co.uk  
 CF-ET-EOL-EM-FS



### Sunday May 10

**C** **Squires and Spires Sportive**  
 Naseby Village Hall,  
 Naseby, NN6 6DE  
 51/73/100 miles. £25/£27/£29

tinyurl.com/mweyusr  
 FS-EM

### Sunday May 10

**SE** **SWRC May Flyer**  
 Oxshott Village Centre,  
 Oxshott, KT22 0QJ.  
 86/153km. £25  
 www.swrc.org.uk/  
 mayflyer-sportive  
 ET-FS-EOL-ATC-EM

### Sunday May 10

**SE** **Thames Bridges Bike Ride®**  
 Stroke Association, 4-8 Whites  
 Grounds, SE1 3LA  
 8/34/50 miles. £TBC  
 @thestrokeassoc  
 FS-ATC-EM

### Sunday May 10

**S** **The Hampshire Hilly Hundred**  
 Sparsholt College, SO21 2NF  
 75/100 miles. £26  
 www.hampshirehilly.moonfruit.  
 com  
 CF-FS-ET-ATC-EM

### Sunday May 10

**WM** **The Herefordshire Devil**  
 Leominster Community Hall,  
 Leominster, HR6 8NJ  
 56/83/133 miles. £25  
 www.redkiteevents.co.uk  
 FS-ET-EM

### Sunday May 10

**WM** **The Lapierre Tour of the Black Country**  
 Aldersley Stadium,  
 Wolverhampton, WV6 9NW  
 100km. £25  
 @TotBlackCountry  
 tinyurl.com/p2ov3lg  
 CF-FS-ET-ATC-EM

### Sunday May 10

**E** **The Stansted Flyer**  
 Forest Hall School,  
 Stansted, CM24 8TZ  
 48/70/101miles. £25 - £28  
 www.icycleevents.co.uk/  
 the-stansted-flyer-sportive  
 CF-FS-ET-EM



**Dartmoor Demon:**  
 a devilishly good ride

## Sportive planner

### Sunday May 10

**SW Wiggle Jurassic Beast**  
National Tank  
Museum, Bovington, BH20 6JG  
36/63/101 miles. £23/£33  
@ukcyclingevents  
www.ukcyclingevents.co.uk  
CF-FS-EOL-EM-ET

### Saturday May 16

**NE Velo29-Altura Buttertubs**  
Croft Motor Racing Circuit,  
Darlington, DL2 2PL  
35/70/100 miles. £15/£25  
@Velo29Eventscom  
www.velo29events.com/  
sportives  
CF-FS-ET-ATC-EM

### Saturday May 16

**NE Wooler Wheel The Borderlands**  
John Swan Livestock Mart,  
Wooler, NE71 6SL  
30/60/100/170km.  
£15/£20/£25/£30  
@woolercyclehub  
www.woolerwheel.com  
FS-ET-EM

### Saturday May 16

**WM Dare 2b Thoresby CiCLE Tour**  
Thoresby Hall, Nr Ollerton, 9HW  
34/50/77/89 miles. £20/£27  
@itpcycling  
www.itpevents.co.uk  
CF-FS-ET-EM

### Sunday May 17

**SE Action Castle 100**  
Tonbridge Castle,  
Kent, TN9 1BG  
34/70/103 miles. £55  
www.action.org.uk/castle-ride  
CF-FS-ET-ATC-EM

### Sunday May 17

**Y Blue Giraffe Bicycles Ladies Only Cup Cake Ride**  
Great Broughton and Kirkby  
Sports Club, TS97HG  
50km. £15  
@bluegiraffe1  
www.bluegiraffebicycles.co.uk  
CF-FS-EM



Running for the hills?  
Then head to page 12 for  
the perfect training plan

### Sunday May 17

**Y Etape du Dales**  
Wharfedale Rugby Club,  
Grassington, BD23 5BS  
112 miles. £49  
@DaveRaynerFund  
www.daveraynerfund.co.uk/  
etapedudales  
CF-FS-ET-EM-ATC

### Sunday May 17

**WM MacRide Dynamic 100**  
Blythe Valley Park,  
Solihull, B90 8AT  
62/100 miles. £27  
www.dynamic100.org.uk  
CF-FS-ATC-EM

### Sunday May 17

**SE Pearson 150**  
The Marsden, Sutton,  
SM2 5PT

30/150km. £30  
@pearsoncycles  
www.pearsoncycles.co.uk/pearson150sportive  
CF-FS-ET-ATC

### Sunday May 17

**NW Sedbergh Sportive**  
Sedbergh School,  
Cumbria, LA10 5RY  
30/55/70 mile. £25/£30/£35  
tinyurl.com/ncb7hvy  
CF-FS-ET-ATC-EM

### Sunday May 17

**X Solway Sportive**  
Dumfries Rugby Club,  
New Abbey Road, DG2 7LU  
30/64/115km. £7.50/£15/£20  
www.dumfriescc.btck.co.uk/  
SolwaySportive  
CF-FS-ATC-EM

### Sunday May 17

**SE South Downs Spring Sportive**  
Plumpton Racecourse, BN7 3AL  
33/57/74 miles. £25/£35  
@cyclingweekly  
www.bookmyride.co.uk  
CF-FS-EOL-ET-EM

**Cycling WEEKLY SPORTIVE SERIES**



**ABBREVIATIONS:** **CF** changing facilities, **ET** electronic timing, **FS** feed station, **ATC** affiliated to charity, **EOL** entry on the start line, **EM** electronic mapping



### Sunday May 17

#### **S** The Great Western Sportive

Nationwide House,  
Pipers Way, Swindon, SN3 1TA  
80/134/170km. £27/£29/£30  
@cycloportive  
www.southernportive.com  
FS-ET-ATC-EM

### Sunday May 17

#### **NW** Torelli Wizard Sportive

Poynton Leisure Centre,  
SK12 1PU  
30/60/100 miles. £22.50/£27  
@TeamTorelli  
www.wizardsportive.blogspot.  
co.uk  
CF-FS-ET-EM

### Sunday May 17

#### **E** Tour de Tendring

Dovercourt Swimming  
Pool, Dovercourt, CO12 3TS  
6/20/60 miles. £TBC  
@BikeEventsTeam  
www.bike-events.com/  
tourdetendring  
FS-ET-ATC

### Sunday May 17

#### **E** Tour of the Dengie Cycloportive

Bradwell Marina, Bradwell  
Waterside, CM0 7RB  
43/83km. £18/£22  
@dengieevent  
www.dengieevents.co.uk  
CF-ET-FS-EOL-ATC-EM

### Saturday May 23

#### **Y** Richmond 5 Dales

Richmond School,  
Richmond, DL10 7BQ  
60/85/118 miles. £20  
@RichmondCC1  
www.richmondcc.co.uk/  
cycloportives  
CF-FS-ET-ATC-EM

### Saturday May 23

#### **I** Tour de Conamara

Clifden, Galway  
80/140km. €40-€45  
www.tourdeconamara.com  
FS-ET-EM

### Sunday May 24

#### **S** Chavenage Challenges Sportive

Chavenage House,  
Tetbury, GL8 8XP  
40/80 miles. £25/£30  
@chavenageC  
www.chavenagechallenges.co.uk  
FS-ATC-EM

### May 23-June 1

#### **C** Ride 999

Olympic Velopark,  
Abercrombie Road, E20 3AB  
900 miles. £1,500  
@Ride\_999  
www.getconnected.org.uk/  
ride999  
CF-FS-ATC-EM

### Sunday May 24

#### **R** Continental Welsh Wild West

Aberystwyth Castle, New  
Promenade, SY23 2AU  
28/41/71/114 miles. £20-30  
@gwylseicloaber  
www.abercyclefest.com  
CF-FS-ET-EM

### Sunday May 24

#### **C** Hercules Festival of Sport – Luton

Inspire Luton Sports Village,  
Luton, LU2 8DD  
62/100 miles. £30  
@HerculesEvents  
www.herculesevents.com  
FS-EM

### Sunday May 24

#### **NW** Lo Scorpione (The Scorpion)

Ford Park, Ford Park Crescent,  
Ulverston, Cumbria. LA12 7JP  
102km. £33  
@sportivelakes  
www.sportivelakes.co.uk/  
lo-scorpione  
CF-FS-EM

### Sunday May 24

#### **NW** Manchester to Liverpool

Salford Watersports Centre,  
Salford Quays, M50 3SQ  
40/55 miles. £TBC  
@BikeEventsTeam  
www.bike-events.co.uk/  
manchesterliverpool  
FS-ET-ATC

### Monday May 25

#### **SE** Lord Whisky Cyclo-sportive

Park House, Stelling Minnis,  
Canterbury, CT4 6AN  
50/72 miles. £15  
@LordWhiskyCS  
www.lordwhisky.co.uk  
FS-ATC-EM

### Saturday May 30

#### **S** Wiggle Bournemouth

Matchams Leisure Park, nr  
Ringwood, BH24 2BT  
49/75/103 miles. £23/£33  
@ukcyclingevents  
www.ukcyclingevents.co.uk  
CF-FS-EOL-EM-ET

### Sunday May 31

#### **C** Chiltern 100 Sportive

Old Bovingdon Airfield,  
Whelpley Hill, Chesham, HP5 3RR  
76/110 miles. £40/£42  
@HumanRaceEvents  
www.humanrace.co.uk/cycling  
FS-ET-ATC-EM

### Sunday May 31

#### **Y** Le Petit Depart

Craven Cattle Marts  
Skipton, BD23 1UD  
38/80 miles. £15/£40  
@LPD2015  
www.lepetitdepart.co.uk  
CF-FS-ET

## Sunday May 31

**E Norwich 100/50/25**  
The Forum, Millennium Plain, Norwich, NR2 1TF  
25/50/100 miles. £TBC  
@BikeEventsTeam  
www.bike-events.com/norwich100 FS-ET-ATC

## Sunday May 31

**EM The Arrow**  
Market Rasen Racecourse, LN8 3EA  
50/67/102 miles. £25/£35  
@cyclingweekly  
www.bookmyride.co.uk  
CF-FS-EOL-ET-EM

**Cycling WEEKLY SPORTIVE SERIES**



## Sunday May 31

**The Bala Devil**  
Bala Football Club, Castle Street, Bala, LL23 7BF  
80/102 miles. £25  
www.redkiteevents.co.uk  
CF-FS-ET-EM

## Sunday May 31

**S The Exclusive Sportive Series: Manor House Hotel**  
Manor House Hotel, Castle Combe, Nr. Bath, SN14 7HR  
20/60/90/120km. £35  
@cycletoursuk  
www.cycletoursuk.com  
FS-EM

## Sunday May 31

**E The Thetford Devil**  
The Thetford Community Centre, Thetford, IP24 1JD  
80/102 miles. £25  
www.redkiteevents.co.uk  
FS-ET-EM

## Friday-Sunday June 5-7

**Dragon Tour**  
Margam Park, Port Talbot, SA13 2TJ  
Various. £199/£234  
@HumanRaceEvents  
www.humanrace.co.uk/cycling  
CF-FS-ET-ATC-EM

## Saturday June 6

**WM Wiggle Stratford Tempest**  
Warwick Racecourse, Hampton Street, CV34 6HN  
47/69/94 miles. £23/£33  
@ukcyclingevents  
www.ukcyclingevents.co.uk  
CF-FS-EOL-EM-ET

## Saturday-Sunday June 6-7

**SE NSPCC Tour of the South East**  
Radisson Blu Hotel, Guildford, GU1 3DA  
170miles. £29+fundraising or £139  
@TourofEngland  
www.tourofengland.co.uk  
CF-FS-ATC

## Sunday June 7

**Y Blue Giraffe Bicycles Beast of the North York Moors**  
Stokesley Town Hall TS9 5DG  
101 miles. £30/£35  
@bluegiraffe1  
www.bluegiraffebicycles.co.uk  
CF-FS-EM

## Sunday June 7

**S Davina's Big Sussex Bike Ride**  
East Sussex National Hotel and Golf Course, Uckfield, TN22 5ES  
21/40/68 miles. £55  
www.action.org.uk/davinas-big-sussex-bike-ride  
CF-FS-ET-ATC-EM

## Sunday June 7

**C Hercules Festival of Sport – Northwood**  
Merchant Taylors, Moor Park, Northwood, HA6 2HT  
62/100 miles. £30  
@HerculesEvents  
www.herculesevents.com  
CF-FS-ET

## Sunday June 7

**SW The Dorset Smuggler**  
Weymouth College, DT4 7LQ  
52/75/112 miles. £25/£27/£29  
www.justracinguk.com/event/2015/dorset-smuggler-sportive  
FS-EM

## Sunday June 7

**NW The Lapiere Cheshire Cobbled Classic**  
Wilmslow Leisure Centre, Rectory Fields, Wilmslow, SK9 1BU  
105km. £25  
@cheshirecobbled  
www.club.v-sprint.com/cheshire-cobbled-classic  
CF-FS-ET-ATC-EM

## Sunday June 7

**SW The Smuggler**  
Bike Shed, The Square Barnstaple, EX32 8LS  
25/50/80 miles. £20/£25/£30  
@smugglerycycle  
www.thesmugglersportive.co.uk  
CF-FS-ATC-EM

## Sunday June 7

**W Wiggle Dragon Ride**  
Margam Park, Margam, Port Talbot, SA13 2TJ  
43/153/226/302km.  
£35/£55/£60/£95  
@HumanRaceEvents  
www.humanrace.co.uk/cycling  
FS-ET-ATC-EM

## Sunday June 7

**S Wiggle Sussex Surrey Scramble**  
Chichester College, Pulborough, RH20 1DL  
50/76/101 miles. £23/£33  
@ukcyclingevents  
www.ukcyclingevents.co.uk  
CF-FS-EOL-EM-ET

## Sunday June 14

**WM Salt Towns Shaker**  
Cheshire Northwich Pedal Power Festival, Cheshire  
30/70 miles. £15  
www.pedalpowernorthwich.co.uk

## Sunday June 14

**EM St Barnabas Grimsthorpe Challenge**  
Grimsthorpe Castle, Grimsthorpe, Nr Bourne, Lincs, PE10 0LY  
30/58/82/108 miles. £20/£29  
@itpcycling  
www.itpevents.co.uk  
FS-ET-ATC-EM

## Sunday June 14

**W Velothon Wales**  
Cardiff City Hall, CF10 3ND  
50/120km. £30 via official charity partner  
@VelothonWales  
www.velothon-wales.co.uk  
CF-FS/ET/EM/ATC

## Sunday June 14

**SE Wiggle French Revolution Dover Ferry Port**  
59/74 miles. £70  
@ukcyclingevents  
www.ukcyclingevents.co.uk  
CF-FS-EM-ET

## Friday-Monday June 19-22

**NE Virgin Money Cyclone**  
Newcastle Falcons Rugby Club, Newcastle upon Tyne, NE13 8AF  
10/15/33/63/104 miles.  
£8/£14/£28  
@vmcyclone  
www.virginmoneycyclone.co.uk  
CF-FS-ET-EM

## Saturday June 20

**C Macmillan Cycletta Bedfordshire**  
Woburn Abbey, Bedfordshire, 20/40/70m. £28/£38/£42  
@HumanRaceEvents  
www.humanrace.co.uk

## Saturday June 20

**S Wiggle The Long One**  
Fontwell Racecourse, BN18 0SX  
48/83/125 miles. £23/£33  
@ukcyclingevents  
www.ukcyclingevents.co.uk  
CF-FS-EOL-EM-ET

**ABBREVIATIONS:** **CF** changing facilities, **ET** electronic timing, **FS** feed station, **ATC** affiliated to charity, **EOL** entry on the start line, **EM** electronic mapping



Do you have what it takes to be a Welsh Raider?

## Sportive planner

June 20-21

### **Y** NSPCC Tour of Yorkshire

Ettington Chase Hotel,  
Ettington, CV37 7NZ  
160 miles. £29+ fundraising  
or £139  
@TourofEngland  
www.tourofengland.co.uk  
CF-FS-ATC

Sunday June 21

### **X** Action Trossachs Ton

Stirling High School,  
Torbrex, FK8 2PA  
33/75/106 miles. £55  
www.action.org.uk/trossachs-ton  
CF-FS-ET-ATC-EM

Sunday June 21

### **X** Braw Lads Baw Breaker

The Focus Centre, Livingstone  
Place, Galashiels, TD1 1DQ  
50/80/105 miles. £15  
www.galacc.co.uk  
CF-FS-ET-EM

Sunday June 21

### **R** Etape Eryri

Caernarfon Castle Square,  
LL55 2NF  
47/76/103 miles.  
£31.99/£35.99/£39.99  
@aahevents  
www.etapeeryri.com  
FS-ET-EM

Sunday June 21

### **X** The Flying Scotsman Sportive

Loudoun Academy, Galston,  
KA4 8PD  
44/78 miles. £35  
@graemeobree  
www.obree.com  
CF-FS-ET-ATC-EM

Sunday June 21

### **NW** Torelli Macc Lads Sportive

Poynton Leisure Centre,  
Poynton, SK12 1PU  
30/60/100 miles. £22.50/£27  
@TeamTorelli  
www.maccladssportive.blogspot.  
co.uk  
CF-FS-ET-EM

Saturday June 27

### **EM** The Championship Sportive

Yarborough Leisure Centre,  
Breedon Drive, LE1 3SP  
30/58/76/97 miles. £20/£35  
@itpcycling  
www.itpevents.co.uk  
CF-FS-ET-EM

Saturday June 27

### **C** Wiggle Chiltern Classic

Adams Park, High  
Wycombe, HP12 4HJ  
40/73/102 miles. £23/£33  
@ukcyclingevents  
www.ukcyclingevents.co.uk  
CF-FS-EOL-EM-ET

Sunday June 28

### **Y** Blue Giraffe Bicycles and Cystic Fibrosis Trust 65 Roses Etape du Hambleton

Stokesley Town Hall, TS9 5DG  
30/60 miles. £20/£35  
@bluegiraffe1  
www.bluegiraffebicycles.co.uk  
CF-FS-EM-ATC

Sunday June 28

### **SE** Great Kent bike ride

North Park, Ashford,  
Kent, TN23 1PL  
35/60/100 miles. £TBC  
@BikeEventsTeam  
www.bike-events.com/greatkent  
FS-ET-ATC

Sunday June 28

### **NW** Polocini Summer Sprinter

The Woodford Centre, Chester  
Road, Woodford, SK7 1PS  
34/66 miles. £15/£20  
@polocini  
www.polocini.com  
CF-FS-EM

Sunday June 28

### **E** Saxon Classic

Ipswich Rugby Club,  
Ipswich, IP4 3PZ  
30/62/100 miles.  
£18/£28/£30/£45  
@prostatauk  
www.saxonclassic.org.uk  
CF-FS-ET-ATC-EM



Sunday June 28

### **Y** Ripon Revolution

Ripon Racecourse,  
HG4 1UG  
65/77/102 miles. £25/£35  
@cyclingweekly  
www.bookmyride.co.uk  
CF-FS-EOL-ET-EM



Sunday June 28

### **C** The Great Girl-Rilla Ride

Gorilla Firm Cycling, Oundle  
Wharf, PE8 4DE  
100km. £25  
@thegorillafirm  
www.gorillafirmcycling.com/  
sportive  
FS-ET-ATC-EM

July 4-5

### **Y** NSPCC Tour of Yorkshire

Cairn Hotel, Harrogate, HG1 2JD  
158 miles. £29+fundraising or  
£139  
@TourofEngland  
www.tourofengland.co.uk  
CF-FS-ATC

Sunday July 5

### **SW** Bike Bath

Bath Recreation Ground,  
William Street, BA2 4DE  
25/50/80 miles. £18/£33  
@bikebath  
www.bikebath.co.uk  
CF-FS-ET-ATC-EM

Sunday July 5

### **C** London to Oxford

Syon Park, Park Rd,  
Brentford, TW8 8JF  
60 miles. £TBC  
@BikeEventsTeam  
www.bike-events.com/london-  
oxford  
FS-ET-ATC

**ABBREVIATIONS:** **CF** changing facilities, **ET** electronic timing, **FS** feed station, **ATC** affiliated to charity, **EOL** entry on the start line, **EM** electronic mapping



The Etape Eryri takes in some fine Welsh scenery

### Sunday July 5

#### **EM** Peterborough Cycling Club Sportive

Southwick Village Hall,  
Southwick, PE8 5BL  
58/88 miles. £14  
[www.peterboroughcyclingclub.co.uk](http://www.peterboroughcyclingclub.co.uk)  
FS-EM

### Sunday July 5

#### **SE** The Reigate Rouleur

Reigate College, Rushworth Rd, Reigate, RH2 0SD  
86/101/139 km. £22/£23/£24  
@cyclosporative  
[www.southernsporative.com](http://www.southernsporative.com)  
FS-ET-ATC-EM

### July 10-12

#### **NW** Á L'ancienne The Lakes Vintage and Cycling Festival

Ford Park, Ford Park Crescent, Ulverston, LA12 7JP  
22/60/80/83 km. £20/£34  
@sportivelakes  
[www.sportivelakes.co.uk/the-old-way](http://www.sportivelakes.co.uk/the-old-way)  
CF-FS-EOL-ATC-EM

### Saturday July 11

#### The Monster

Llangadog Community Centre, Llangadog, SA19 9BR  
192 km. £26  
@a\_cycling  
[www.acycling.com](http://www.acycling.com)  
FS-ET-EM

### Saturday July 11

#### **NW** The Open Wheel: Yorkshire 101 Grand Reserve Special Edition

Clapham Village Hall, Clapham, LA2 8EQ  
146.2 km. £36  
@theopenwheel  
[www.theopenwheel.com/rides](http://www.theopenwheel.com/rides)  
FS-ET-ATC-EM

### Saturday July 11

#### **NE** Velo29-Altura Endeavour

Riverside Car Park, Riverside Road, Stockton On Tees, TS18 1BZ  
36/70/100 miles. £15/£25  
@Velo29Eventscom  
[www.velo29events.com/sportives](http://www.velo29events.com/sportives)  
CF-FS-ET-ATC-EM

### Sunday July 12

#### **C** Amersham Brill Chiltern Cycling Festival

Penn House, Amersham, HP7 0PS  
30/63/100 mile. £18 - £22  
@chilterncycling  
[www.chilterncyclingfestival.com](http://www.chilterncyclingfestival.com)  
CF-FS-ET-ATC-EM

### Sunday July 12

#### **S** Hampshire Harbours

Langstone Technology Park, Havant, PO9 1SA  
30/60 miles. £15/£20  
[www.bhf.org.uk](http://www.bhf.org.uk)  
ATC

### Sunday July 12

#### **C** Hercules Festival of Sport, St Albans

Bedfont Lakes Country Park, Bedfont, Middlesex, TW14 8QA  
62/100 miles. £30  
@HerculesEvents  
[www.herculesevents.com](http://www.herculesevents.com)  
CF-FS-ET

### Sunday July 12

#### **NW** Manchester to Blackpool

Old Trafford, M16 0RA  
60 miles. £TBC  
@BikeEventsTeam  
[www.bike-events.com/manchesterblackpool](http://www.bike-events.com/manchesterblackpool)  
FS-ET-ATC

### Sunday July 12

#### Microgaming Isle of Man Lighthouses Challenge

TT Grandstand, Douglas, IM3 4BD  
37/57/100 miles. £25/£32  
@SASEventsIOM  
[www.sasevents.im](http://www.sasevents.im)  
FS-ET-ATC-EM

### Sunday July 12

#### Shimna Wheelers

Bryansford G.A.C., Castlewellan Road, Newcastle, Co. Down  
50 miles. £10  
[www.shimnawheelers.com](http://www.shimnawheelers.com)  
CF-FS-ET-ATC

### Sunday July 12

#### **EM** The Hope Against Cancer Leicestershire SuperTour

Nottingham University, College Road, Sutton Bonington, LE12 5RD  
56/70/90/112 miles. £27/£30  
@itpcycling  
[www.itpevents.co.uk](http://www.itpevents.co.uk)  
CF-FS-ET-ATC-EM

### Sunday July 12

#### **C** The Lapierre White Roads Classic

Sheepcot Recreation Ground, Goring-on-Thames, RG8 0EN  
115 km. £25  
@whiteroadsclass  
[www.club.v-sprint.com/the-white-roads-classic](http://www.club.v-sprint.com/the-white-roads-classic)  
CF-FS-ET-ATC-EM

### Sunday July 12th

#### **EM** Fat Lads at the Back

Hardwick Hall, Doe Lea, Chesterfield, Derbyshire S44 5QJ  
Two routes 50/75 Miles. £30  
@FatLadAtTheBack  
[www.fatladattheback.com](http://www.fatladattheback.com)  
Book via [www.eventcycling.co.uk](http://www.eventcycling.co.uk)  
ET-FS-ATC-EOL-EM

### Sunday July 12

#### **Y** Velo29-Altura Ripon Tour

Ripon Race Course, HG4 1UG  
44/70/104 miles. £20/£30  
@Velo29Eventscom  
[www.velo29events.com/sportives](http://www.velo29events.com/sportives)  
CF-FS-ET-ATC-EM

### Sunday July 12

#### **C** Wiggle MagnifiCat

Newbury Race Course, RG14 7NZ  
44/85/128 miles. £26/£36  
@ukcyclingevents  
[www.ukcyclingevents.co.uk](http://www.ukcyclingevents.co.uk)  
CF-FS-EOL-EM-ET

### Saturday July 18

#### **SW** Wiggle Mendips

Bath & West Showground, Shepton Mallet, BA4 6QN  
61/91 miles. £33  
@ukcyclingevents  
[www.ukcyclingevents.co.uk](http://www.ukcyclingevents.co.uk)  
CF-EM-ET

## Sportive planner

Sunday July 19

**SW** **Great Weston Ride**  
Long Ashton Park & Ride,  
Bristol, BS3 2HB  
56 miles. £26.50  
@GreatWestonRide  
www.greatwestonride.com  
FS-ATC-EM

Sunday July 19

**C** **London to Southend**  
Victoria Park, Tower  
Hamlets, E9 5HT  
52/65 miles. £TBC  
@BikeEventsTeam  
www.bike-events.com/london-  
southend  
FS-ET-ATC

Sunday July 19

**X** **Macmillan Cycletta  
Scotland**  
Scone Palace, Perth, PH2 6BD  
50/100/150 km. £33/£42/£47  
@HumanRaceEvents  
www.humanrace.co.uk

Sunday July 19

**E** **Suffolk Spinner**  
Otley College, Suffolk,  
IP6 9EY  
TBA. £25/£35  
@cyclingweekly  
www.bookmyride.co.uk  
CF-FS-EOL-EM-ET



Sunday July 19

**S** **Tour Of Cotswolds**  
Shipston On Stour Rugby  
Club, CV36 4BH  
52/76 miles. £25  
www.velosportives.co.uk  
CF-FS-ET

July 22-26

**UK** **London to Paris**  
TBC  
300 miles. £79 + £1,500  
fundraising  
www.action.org.uk/action-lon-  
don-paris  
CF-FS-ATC-EM

July 22-26

**UK** **London to Paris**  
Great Ormond Street  
Hospital Children's Charity,  
WC1N 1LE  
300 miles. £150 + £1,500  
fundraising  
@GreatOrmondSt  
www.gosh.org/london2paris  
CF-FS-ATC

July 24-26

**UK** **London to Paris  
24hr**  
TBC  
240 miles. £79 + £1,200  
fundraising  
www.action.org.uk/action-lon-  
don-paris  
CF-FS-ATC-EM

Saturday July 25

**E** **Essex Castle**  
Kings Head Meadow,  
Colchester, CO1 1YH  
25/50/75 miles. £TBC  
@BikeEventsTeam  
www.bike-events.com/essex-  
castle  
FS-ET-ATC

Saturday July 25

**S** **Wiggle Mega Meon**  
South Downs College,  
Waterlooville, PO7 8AA  
44/72/102 miles. £23/£33  
@ukcyclingevents  
www.ukcyclingevents.co.uk  
CF-FS-EOL-EM-ET

Sunday July 26

**C** **London to Cambridge**  
Lee Valley Leisure Centre,  
Pickett's Lock, N9 0AS  
60 miles. £TBC  
@BikeEventsTeam  
www.bike-events.com/london-  
cambridge  
ET-ATC

Sunday July 26

**EM** **Peak District Pioneer  
Adventure Cross**  
Bakewell, Derbyshire  
46/68 miles. £25/£35  
@cyclingweekly  
www.bookmyride.co.uk  
CF-FS-EOL-ET-EM



Sunday July 26

**NW** **Torelli Jodrell Bank  
Summer Sportive**  
Poynton Leisure Centre, Poynton,  
SK12 1PU  
30/60/100 miles. £22.50/£27  
@TeamTorelli  
www.jbsummersportive2015.  
blogspot.co.uk  
CF-FS-ET-EM

Saturday August 1

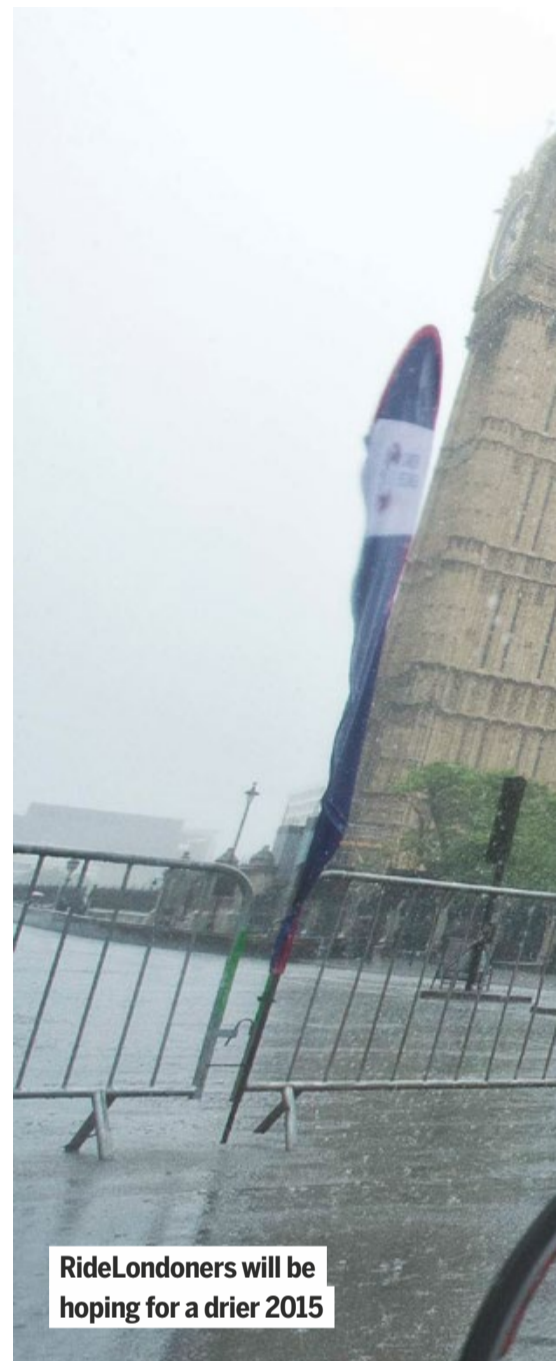
**NE** **Wiggle Hell of Hexham**  
Hexham Racecourse,  
NE46 2JP  
52/87/100 miles. £23/£33  
@ukcyclingevents  
www.ukcyclingevents.co.uk  
CF-FS-EOL-EM-ET

Saturday August 1

**NE** **Wooler Wheel The  
Big'un**  
John Swan Livestock Market,  
Wooler, NE71 6SL  
200 km. £30  
@woolercyclehub  
www.woolerwheel.com  
FS-ET-EM

Sunday August 2

**C** **Prudential RideLondon**  
Queen Elizabeth Olympic  
Park, E20 2ST  
100 miles. £58 or charity place  
www.prudentialridelondon.co.uk  
FS-EM-ATC-ET



Sunday August 2

**C** **The Woodcote  
Chilterns Classic**  
Z event field, Woodcote, RG8  
77/100/135 km. £22/£23/£24  
@cyclosportive  
www.southernsportive.com  
FS-ET-ATC-EM

Saturday August 8

**X** **Galloway reCycle**  
Church Hall, St MarySt,  
Kirkcudbright, DG6 4AA  
30/67/103 miles. £25  
www.gallowayrecyclesportive.co.uk  
CF-FS-ET-ATC-EM

Saturday August 8

**Y** **Wiggle Yorkshire Tour**  
Thirsk Racecourse, YO7  
1QL  
37/79/101 miles. £23/£33  
@ukcyclingevents  
www.ukcyclingevents.co.uk  
CF-FS-EOL-EM-ET

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### Sunday August 9

#### **WM** Rise Above Sportive by Mark Cavendish

Cheshire TBC  
60/120/185 km. £35  
www.cvndshsportive.co.uk  
FS-EM-ET

### Sunday August 9

#### **E** Suffolk Coast ride

Glemham Hall, Little Glemham, IP13 0BT  
35/60/100 miles. £TBC  
@BikeEventsTeam  
www.bike-events.com/suffolkcoast  
FS-ET-ATC

### Sunday August 9

#### **X** Tour O' The Borders

High Street, Peebles, EH45 8AG  
120 km. £55  
@tourotheborders  
www.tourotheborders.com  
CF-FS-ET-ATC-EM

### Sunday August 9

#### **S** Wiggle Haywards Heath Howler

The South Of England Centre Ltd, Ardingly, RH17 6TL  
47/72/103 miles. £23/£33  
@ukcyclingevents  
www.ukcyclingevents.co.uk  
CF-FS-EOL-EM-ET

### Saturday August 15

#### **X** Lochaber 100s

Kilmallie Community Centre, Corpach, PH33 7JH  
62/100 miles. £25  
www.tearfundcycling.btck.co.uk  
CF-FS-ATC-EM

### Saturday August 15

#### **S** Wiggle Cotswolds

Cheltenham Racecourse, GL50 4SH  
40/75/105 miles. £23/£33  
www.ukcyclingevents.co.uk  
CF-FS-EOL-EM-ET

### Sunday August 16

#### **Y** Action York 100

Sports Centre, University of York, YO10 5DD  
40/67/102 miles. £55  
www.action.org.uk/york-100  
CF-FS-ET-ATC-EM

### Sunday August 16

#### **SW** Jurassic Classic

Imperial Recreation Ground, Exmouth, EX8 1DG  
30/62/100 miles.  
£18/£28/£30/£45  
@prostaeuk  
www.jurassicclassic.org.uk  
FS-ET-ATC-EM

### Sunday August 16

#### **S** Saddleback Sodbury Sportive

Chipping Sodbury Rugby Club, BS37 6GA  
30/60/100 miles. £20/£29  
@SodburySportive

www.sodburysportive.co.uk  
CF-FS-ET-ATC-EM

### Sunday August 16

#### **NW** Torelli Ronde van Cheshire

Poynton Leisure Centre, Poynton, SK12 1PU  
30/60/100 miles. £22.50/£27  
@TeamTorelli  
www.rondevancheshire.blogspot.co.uk  
CF-FS-ET-EM

### Sunday August 16

#### **WM** The Great Shakespeare Ride

Stratford Manor Hotel  
40/62/100 miles. £TBA  
@TGSRCycle  
www.thegreatshakespeareide.org.uk  
ATC

## Sportive planner

### Saturday August 22

#### **SW** Wiggle Exmouth Ex-terminator

Westpoint Arena, Exeter, EX5 1DJ  
42/60/93 miles. £23/£33  
@ukcyclingevents  
www.ukcyclingevents.co.uk  
CF-FS-EOL-EM-ET

### August 22-23

#### **NE** RIDE 24 HR – Newcastle 2 London

Action Challenge, North Rd,  
London, N7 9DP  
300 miles. £199  
@ride24hr  
www.ride24hr.com  
CF-FS-ET

### Sunday August 23

#### **X** Ken Laidlaw Sportive

Hawick Rugby Club,  
Mansefield Road,  
Hawick, TD9 8AW  
46/106 miles. £23/£25  
www.kenlaidlaw sportive.co.uk  
CF-FS-EM

### Sunday August 23

#### **WM** Malvern Mad Hatter

Three Counties  
Showground, WR13 6NW  
43/72/103 miles. £25/£35  
@cyclingweekly  
www.bookmyride.co.uk  
CF-FS-EOL-ET-EM

**Cycling** SPORTIVE  
WEEKLY SERIES



### August 22-23

#### **I** The Sean Kelly Tour of Waterford

Dungarvan Sports Centre,  
Co. Waterford  
12/50/100/160-km. €25/€40  
www.theseankellytour.com  
CF-FS-ATC

### Sunday August 23

#### **W** Tour de Mon

Newry Beach,  
Holyhead, LL65 1YD  
40/75/106 miles.  
£31.99/£35.99/£39.99  
@aahevents  
www.tourdemon.co.uk  
FS-ET-EM

### August 28-31

#### **EM** The Queen Eleanor Cycle Ride

Lincoln TBC  
200 miles. £95/£80  
www.queeneleanorcyclerride.org.uk  
CF-FS-ATC

### Sunday August 30

#### **EM** Crossrider

Catmos College, Oakham,  
Rutland, LE15 6RP  
57 miles. £25  
@itpcycling  
www.itpevents.co.uk  
CF-FS-ET-EM

### Sunday August 30

#### **NE** Roof of England Sportive – The Winking Sheep

Chatterbox Cafe, St John's  
Chapel, Weardale, DL13 1QF  
31/53/89 miles. £25  
www.roofofengland.co.uk  
FS-EM-ET

### Sunday August 30

#### **WM** The Biking Belles Cycling Grand Prix

Three Counties Showground,  
Worcestershire  
12/35/50/70 miles  
www.bikingbelles.co.uk  
FS-CF

### Sunday August 30

#### **S** The Cotswold Crusader

Sibford School, Banbury,  
OX15 5QL  
52/75/112 miles. £25/£27/£29  
tinyurl.com/nxce9nl  
FS-EM

### Monday August 31

#### **C** Chenies Velo Classique

Chenies Manor, Nr. Chorleywood, WD3 6ER

30/63/100 miles. £25-£28

@chilterncycling  
www.chilterncyclingfestival.com  
CF-FS-ET-ATC-EM

### Sunday August 30

#### **C** Hertfordshire 100

Chancellor's School,  
Hatfield, AL9 7BN  
30/65/100 miles. £18/£20  
@Sportive\_UK  
www.sportiveuk.co.uk  
CF-FS-ET-EM

### September 5-7

#### **UK** London to Paris

Chelsfield Lakes Golf  
Club, Orpington, BR6 9BX  
250km. £99/£199  
www.bhf.org.uk/londontoparis  
ATC

### Saturday September 5

#### **SW** Moor 2 Sea Sportive

Exeter Racecourse,  
EX6 7XS  
60/104/180km. £30/£37  
@JustEventsLtd  
www.moor2sea.com  
CF-FS-ET-ATC-EM

### Sunday September 6

#### **Y** Blue Giraffe Bicycles Tour de North York Moors

Middlesbrough Cycle Centre,  
Prissick Park, TS4 3SA  
30/70 miles. £15/£20  
@bluegiraffe1  
www.bluegiraffebicycles.co.uk  
CF-FS-EM

### Sunday September 6

#### **S** GSD Giant

The Petersfield School,  
Petersfield, GU32 3LU  
30/60/100 miles. £25/£30/£35  
@aGSDGiant  
www.GSDGiant.org.uk  
CF-FS-ATC-EM

### Sunday September 6

#### **EM** Le Petit Grand Prix

Yarborough Leisure  
Centre, Lincoln, LN1 3SP  
30/51/81/107 miles. £20/£27  
@itpcycling  
www.itpevents.co.uk  
CF-FS-ET-EM

### Sunday September 6

#### **SE** Macmillan Cycletta Surrey

Loseley Park, GU3 1HS  
50/100/150km. £38  
@HumanRaceEvents  
www.humanrace.co.uk

### Sunday September 6

#### **SE** The FullCircle Sportive

Denbies Vineyard, London  
Road, Dorking, RH5 6AA  
50/100 miles. £30  
@FullCircle\_Fund  
www.fullcirclefund.org.uk  
CF-EM-FS-ET

### Sunday September 6

#### **C** The Great Gorilla Ride

Gorilla Firm Cycling,  
Oundle Wharf, PE8 4DE  
50/75/110miles. £20/£26  
@thegorillafirm  
www.gorillafirmcycling.com/  
sportive  
FS-ET-ATC-EM

### Sunday September 6

#### **S** Wiltshire 100 and Big Wheel bike ride

The Small Green, Nursteed Road,  
Devizes, SN10 3AD  
12/50/100 miles. £TBC  
@BikeEventsTeam  
www.bike-events.com/wiltshire100  
FS-ET-ATC

### Sunday September 6

#### **NE** Wiggle Northern Angel

Kirkley Hall, Ponteland,  
NE20 0AQ  
67/80/94 miles. £23/£33  
www.ukcyclingevents.co.uk  
CF-FS-EOL-ET-EM

### September 9-13

#### **UK** London to Paris

TBC  
300 miles. £79 + £1,500 fundraising  
www.action.org.uk/action-london-paris  
CF-FS-ATC-EM

### Sunday September 13

#### **NW** Manchester 100

Wythenshawe Park,  
Wythenshawe Park, M23 0AB  
62/100 miles. £TBC

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@BikeEventsTeam

[www.bike-events.com/manchester100](http://www.bike-events.com/manchester100)  
 FS-ET-ATC

### Sunday September 13

#### **Y** 65 Roses Holme Moss Classic

Magna Science Adventure Centre, Rotherham, S60 1DX  
 47/65 miles. £25  
[www.65Roses-HolmeMossClassic.co.uk](http://www.65Roses-HolmeMossClassic.co.uk)  
 FS-ATC-EM

### Sunday September 13

#### **C** Bike Oxford

TBA  
 25/50/80 miles. £18/£33  
 @bikeoxford  
[www.bikeoxford.co.uk](http://www.bikeoxford.co.uk)  
 CF-FS-ET-ATC-EM

### Sunday September 13

#### **C** Hercules Festival of Sport – St Albans

Verulamium Park, St Albans, AL1 2DJ  
 62/100 miles. £30  
 @HerculesEvents  
[www.herculesevents.com](http://www.herculesevents.com)  
 CF-FS-ET

### Sunday September 13

#### **NW** Ladies of the Lake Women Only Sportive

Swarthmoor Hall, Ulverston, LA12 0JQ  
 48/69 km. £28/£33  
 @sportivelakes  
[www.sportivelakes.co.uk/ladies](http://www.sportivelakes.co.uk/ladies)  
 CF-FS-EM

### Sunday September 13

#### **WM** MacRide Shakespeare AUTUMN 100

Stratford-upon-Avon Park & Ride, CV37 0RE  
 62/100 miles. £29  
[www.shakespeare100.org.uk](http://www.shakespeare100.org.uk)  
 FS-ATC-EM

### Sunday September 13

#### **The Five Valleys Sportive**

Margam Park, Groes, SA13 2TJ  
 54/72 miles. £30-£35  
 @ProstateCymru  
[www.thefivevalleys.co.uk](http://www.thefivevalleys.co.uk)  
 CF-FS-ET-ATC

### Sunday September 13

#### **S** The Southern Sportive

Churchers College, Ramshill, Petersfield, GU31 4AS  
 71/112/155/192 km.  
 £27/£29/£30/£31  
 @cyclosportive  
[www.southern sportive.com](http://www.southern sportive.com)  
 CF-FS-ET-ATC-EM

### Sunday September 13

#### **SE** Wiggle French Resistance

Dover Ferry Port  
 64/75 miles. £70  
 @ukcyclingevents  
[www.ukcyclingevents.co.uk](http://www.ukcyclingevents.co.uk)  
 CF-FS-EOL-ET-EM

### Saturday September 19

#### **SW** Nelson's Tour De Test Valley

Ride HQ, Grateley, SP11 8LH  
 25/50/80 mile. £20/£25/£30  
[www.nelsonstourdetestvalley.co.uk](http://www.nelsonstourdetestvalley.co.uk)  
 CF-FS-ET-ATC-EM

### September 19 and 20

#### **S** Wiggle New Forest 100

Matchams Leisure Park, nr Ringwood, BH24 2BT  
 54/81/100 miles. £26/£36  
 @ukcyclingevents  
[www.ukcyclingevents.co.uk](http://www.ukcyclingevents.co.uk)  
 CF-FS-EOL-ET-EM

### Sunday September 20

#### **E** Action Essex 100

Gosfield School, Halstead Road, Gosfield, CO9 1PF  
 37/68/104 miles. £55  
[www.action.org.uk/essex-100](http://www.action.org.uk/essex-100)  
 CF-FS-ET-ATS-EM

### Sunday September 20

#### **Galloway Gallop Adventure Cross**

Kirroughtree MTB Centre, Dumfries, DG8 7BE  
 42/67 miles. £25/£35  
 @cyclingweekly  
[www.bookmyride.co.uk](http://www.bookmyride.co.uk)  
 CF-FS-EOL-EM-ET



### Sunday September 20

#### **S** Macmillan Cycletta New Forest

Beaulieu Palace, Brockenhurst, Hants, SO42 7ZN  
 50/100/150 km. £38/£46/£49  
 @HumanRaceEvents  
[www.humanrace.co.uk](http://www.humanrace.co.uk)

### Sunday September 20

#### **NW** Torelli Tour of the Pennines

Bank Top Tavern, Oldham, OL8 1ES  
 50/75 miles. £27  
 @TeamTorelli  
[www.tourofthepennines2015.blogspot.co.uk](http://www.tourofthepennines2015.blogspot.co.uk)  
 CF-FS-ET-EM

### Saturday September 26

#### **NE** Velo29-Altura White Horse

Nunthorpe Academy, Nunthorpe, Middlesbrough, TS7 0LA  
 30/61/77 miles. £15/£25  
 @Velo29Eventscom  
[www.velo29events.com/sportives](http://www.velo29events.com/sportives)  
 CF-FS-ET-ATC-EM

### Saturday September 26

#### **E** Wiggle Steeple Chase

Huntingdon Race Course, PE28 4NL  
 47/61/95 miles. £23/£33  
 @ukcyclingevents  
[www.ukcyclingevents.co.uk](http://www.ukcyclingevents.co.uk)  
 CF-FS-EOL-ET-EM

### September 21-27

#### **SW** Dartmoor Cycling Camp

Bellever Youth Hostel, PL20 6TU  
 Various distances. £595  
 @JustEventsLtd  
[www.Dartmoor.biz](http://www.Dartmoor.biz)  
 CF-FS-EM

### Sunday September 27

#### **S** Bristol 100/60/25

Blaise Castle, Henbury Rd, Bristol, BS10 7QS  
 25/60/100 miles. £TBC  
[www.bike-events.com/bristol100](http://www.bike-events.com/bristol100)  
 FS-ET-ATC

### Sunday September 27

#### **E** Colchester CTC

Playgolf Colchester, Colchester, CO3 4AU  
 100 km. £4/£5  
[www.colchesterctc.co.uk](http://www.colchesterctc.co.uk)  
 ATC-EM

### Sunday September 27

#### **NW** Macmillan Cycletta Cheshire

Tatton Park, Knutsford, WA16 6QN  
 50/100/150 km. £38/£46/£49  
 @HumanRaceEvents  
[www.humanrace.co.uk](http://www.humanrace.co.uk)  
 FS-ATC

### Sunday September 27

#### **SW** Meek's Feats 100

Yate Outdoor Centre, Yate, BS37 7LB  
 100 km. £35  
[www.meeksfeats.org.uk](http://www.meeksfeats.org.uk)  
 CF-FS-ATC-EM

### Sunday-September-27

#### **PoppyScotland East Lothian Sportive**

Prestonpans Community Centre, Prestonpans, East Lothian, EH32 9QS  
 45/70 miles. £35  
[tinyurl.com/kyrb9s6](http://tinyurl.com/kyrb9s6)  
 CF-FS-ET-ATC

### Sunday September 27

#### **WM** Tommy Godwin Challenge

Marie Curie Hospice, Solihull, B91 2PQ  
 30/100 km. £10/£20  
 @TommyGodwin1  
[www.tommygodwinchallenge.weebly.com](http://www.tommygodwinchallenge.weebly.com)  
 FS-ATC-EM

## Sportive planner

**Sunday September 27**

**EM Wiggle Peak District Punisher**

Bakewell Showground, DE45 1AQ  
40/75/100 miles. £23/£33  
@ukcyclingevents  
www.ukcyclingevents.co.uk  
CF-FS-EOL-ET-EM

**Saturday October 3**

**X Moffat Autumn Sportives**

St Andrew's Church Hall, Moffat,  
DG10 9EJ  
43/72 miles. £25  
www.tearfundcycling.btck.co.uk  
CF-FS-ATC-EM

**Saturday October 3**

**NW Welsh Raider**

Ludlow Racecourse, Shropshire,  
SY8 2BT  
45/69/105 miles. £25/£35  
@cyclingweekly  
www.bookmyride.co.uk  
CF-FS-EOL-EM-ET

**Cycling WEEKLY SPORTIVE SERIES**



**Saturday October 3**

**NE Wooler Wheel Classic**

John Swan Livestock  
Market, Wooler, NE71 6SL  
50/100 km. £15/£20  
@woolercyclehub  
www.woolerwheel.com  
FS-ET-EM

**Sunday October 4**

**Y Blue Giraffe Bicycles Ladies Only Cup Cake Too Ride**

Great Broughton and Kirkby  
Sports Club, TS97HG  
35 miles. £15  
@bluegiraffe1  
www.bluegiraffebicycles.co.uk  
CF-FS-EM

**Sunday October 4**

**SW Land's End 100**

St Ives Leisure Centre,  
Trenwith Burrows, TR26 1HB  
75/100 KM 100 miles.  
£23/£27/£31  
www.tempusleisure.org.uk/  
landsend100  
CF-FS-ET-ATC-EM

**Sunday October 4**

**NW Lakeland Monster Miles**

Fitz Park, Keswick, Cumbria,  
CA12 4HS  
44/62 miles. £25/£35  
@cyclingweekly  
www.bookmyride.co.uk  
CF-FS-EOL-ET-EM



**Saturday October 10**

**C London to Milton Keynes**

Lee Valley Athletics Centre,  
Picketts Lock, N9 0AR  
55 miles. £15  
www.bhf.org.uk/londontomk

**Sunday October 11**

**Y Blue Giraffe Bicycles Falling Leaves Sportive**

Stokesley Town Hall, TS9 5DG  
35/55 miles. £15/£20  
@bluegiraffe1  
www.bluegiraffebicycles.co.uk  
CF-FS-EM

**Sunday October 11**

**NW Ride of the Fallen Leaves (part of The Lakeland Classic Series)**

Coniston School, LA21 8EW  
62 miles. £25  
www.seismic-events.co.uk  
CF-FS-ET-ATC-EM

**Sunday October 11**

**S The Cotswold Edge Sportive**

Renishaw, New Mills,  
Wotton-under-Edge, GL12 8JR  
77/100/135 km. £22/£23/£24  
@cyclosportive  
www.southernsportive.com  
FS-ET-ATC-EM

**Sunday October 11**

**SE Box Hill Original**

Friends Life, Dorking, RH4  
1QA  
43/70/102 miles. £25/£35  
@cyclingweekly  
www.bookmyride.co.uk  
CF-FS-EOL-ET-EM

**Cycling WEEKLY SPORTIVE SERIES**



**Saturday October 17**

**SW Ride the Trafalgar Way**

Pendennis Point Falmouth  
80/311 miles. £TBA



**Tackle the fabled Box Hill with CW on October 11**

**ABBREVIATIONS:** **CF** changing facilities, **ET** electronic timing, **FS** feed station, **ATC** affiliated to charity, **EOL** entry on the start line, **EM** electronic mapping

@TrafalgarWay  
[www.ridethetrafalgarway.com](http://www.ridethetrafalgarway.com)

### Sunday October 18

**SW** **The Exmoor Beast**  
 Tiverton High School,  
 EX16 6SQ  
 62/100 miles. £30  
[www.exmoorbeast.org](http://www.exmoorbeast.org)  
 CF-FS-ET-EM

### Sunday October 18

**NW** **Torelli Jodrell Bank Autumn Sportive**  
 Poynton Leisure Centre, Poynton,  
 SK12 1PU  
 30/60/100 miles. £22.50/£27  
 @TeamTorelli

[www.jbautumnsportive.blogspot.co.uk](http://www.jbautumnsportive.blogspot.co.uk)  
 CF-FS-ET-EM

### Sunday October 18

**S** **Wiggle South Downs 100**  
 Chichester College, Chichester,  
 PO19 1SB  
 42/73/100 miles. £23/£33  
 @ukcyclingevents  
[www.ukcyclingevents.co.uk](http://www.ukcyclingevents.co.uk)  
 CF-ET-EM

### Sunday October 25

**C** **Wiggle Circuit Breaker**  
 Silverstone, Towcester,  
 NN12 8TN

52/84 miles. £33  
 @ukcyclingevents  
[www.ukcyclingevents.co.uk](http://www.ukcyclingevents.co.uk)  
 CF-ET-EM

### Saturday October 31

**S** **Wiggle Devils Punch**  
 Treloar College,  
 Holybourne, GU34 4GL  
 51/74 miles. £33  
 @ukcyclingevents  
[www.ukcyclingevents.co.uk](http://www.ukcyclingevents.co.uk)  
 CF-ET-EM

### Sunday November 1

**NW** **Polocini Winter Warmer**  
 The Woodford Centre,

Woodford, SK7 1PS  
 66 miles. £15/£20  
 @polocini  
[www.polocini.com](http://www.polocini.com)  
 CF-FS-EM

### Sunday November 8

**SW** **Somerset Screamer Sportive**  
 Adventure Café,  
 South Petherton, TA13 5DJ  
 68/83 miles. £24  
[tinyurl.com/o533o4d](http://tinyurl.com/o533o4d)  
 CF-FS-EM

### Sunday November 8

**SE** **Wiggle Hellfire Corner**  
 Folkestone Racecourse,  
 CT21 4HX  
 24/54/82 miles. £23/£33  
 @ukcyclingevents  
[www.ukcyclingevents.co.uk](http://www.ukcyclingevents.co.uk)  
 CF-ET-EM

### Sunday November 15

**SW** **Wiggle Bitter Beast**  
 National Tank Museum,  
 Bovington, BH20 6JG  
 40/70 miles. £33  
 @ukcyclingevents  
[www.ukcyclingevents.co.uk](http://www.ukcyclingevents.co.uk)  
 CF-ET-EM

### Sunday November 22

**E** **Wiggle Royal Flyer**  
 The Racecourse, Fakenham,  
 NR21 7NY  
 43/70 miles. £33  
 @ukcyclingevents  
[www.ukcyclingevents.co.uk](http://www.ukcyclingevents.co.uk)  
 CF-ET-EM

### Sunday November 29

**S** **Wiggle Wight Winter**  
 Yarmouth Primary school,  
 Isle of Wight, PO41 0RA  
 42/61 miles. £33/£45  
 @ukcyclingevents  
[www.ukcyclingevents.co.uk](http://www.ukcyclingevents.co.uk)  
 CF-ET-EM

### Monday December 28

**SE** **The Christmas Cracker**  
 Cobham Village Hall,  
 Cobham, KT11 2LU  
 60 miles. £25  
[www.5034events.co.uk](http://www.5034events.co.uk)  
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