



## TEAM CAMBRIDGE CYCLING CLUB



www.team-

May 2014

### Fastest Times:

- Edmund Bradbury  
CUCC  
19:49 (F2/10 CAX)

### Team Cambridge:

- Ralph Hancock  
21:54 (F2/10 CAX)
- Alex Burch  
22:11 (F2/10 CAX)  
(no pressure, Alex!)

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## The Spokesman - McBusted no longer!

Your editor was well chuffed to achieve a milestone is every cyclist's career this week.

We're not talking about LeJOG, le Marmotte or even beating the hour for 25 miles (fat chance), but carrying out the humble spoke replacement.

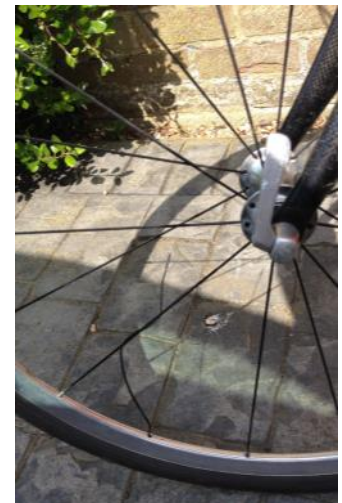
Of late, I have been re-discovering the simple joys of getting on my bike and going for a ride, and last Sunday it was a glorious sunny day without the gale force winds that seem to prevail most of the time.

I set off toward Bury St Edmunds, a week too late to witness the Ladies' Tour of Britain finale but with the vague aim of

finding a new route towards Norwich that doesn't involve the A143 - it's a decent road but unless you're out early in the morning the traffic removes all the pleasure.

After sitting in the Abbey Gardens without attracting too much attention - "Mummy, why is that fat man on the park bench wearing Lycra?", I set off down the byways of my youth, triggering memories of teenage forays on my much-loved 5-speed Raleigh Arena.

35 miles in and feeling good, I was cantering downhill into Hawkedon when I heard the dreaded "ping" of a spoke breaking; luckily the 20



19 spokes ain't enough with 100 kilos of rider on board...

radial-spoked front wheel held together and I managed to avoid having to find a dentist on a Sunday!

(Continued on page 3)

## Doesn't Time Fly?

Yes it's been a full three months since the last edition, and for that, gentle readers, the SpokesTwit humbly apologises.

It's not like I've been out training for LeJog or a super-duper sportive or anything, in fact quite the reverse.

However, I'm sure Rebekah Brooks had her off days and

thought "Sod it, the Sun will come out tomorrow, come what may..."

Having said that, the press has an important duty to perform and so it is my humble duty to put finger to keyboard and produce the only journal that doesn't have a photo of Nigel Farage on the front page.

Yes, I do recall I published

Boris Johnson a while ago, but he does actually ride a bike!

Anyway, big thanks to Paul "Magneto" Millard for rousing me from the depths of my writer's block with a timely edition of Bikewatch— any more contributions in a similar vein are always welcome!

## ***Bike Watch - Battle of the Titans!***

Well, having been hibernating down in wettest Wales over the winter, taking a break to see who has been busy over the quiet months has made a pleasant change.

It has been interesting to see two of the club's powerhouses are making a comeback, having had a bit of a layup last year. It seems they are setting to do battle - so in true wrestling fashion:

**"In the black corner** we have the **Dark Destroyer**" - his steed an all steel old school low pro, complete with matching traditional componentry.

You can see this has had some recent TLC; it is now been finished in satin black and is ready to do battle — very menacing!

The refurbishment budget was not all spent on his bike; last year he also went for a hip upgrade. Having been suffering for a while the op was a success and means he gets his flexibility back (*wot flexibility? - Ed.*) and can get that little bit lower without the pain!

Although being well over six feet tall "low" is relative, so to speak, and still towers over most of us, but having seen him in action there'll be no stopping him now!

And:-

**"In the red**, ahem... (with a slight whimper!) in the pink corner, we have **"Lily the Pink"** - according to the Pres! Only we know him as **"the Quiet man"**.

Having been recompensed for some toerag taking a liking to his bike collection, he has been busy sourcing a replacement. Just like his last steed, there's no old school stuff here. Only the latest in space age technology from Planet X. So it's all carbon fibre and aerospace aluminium, using the latest shapes to cheat the wind, if only we could say the same about him!

His new steed has left no detail unturned - just look at the handlebars, so thin you could use them to slice cheese! Even the saddle has been trimmed of all excess, with a nose job to bring it that bit closer to the bars... still not sure about the comfort of it though!

But it's the colour that is most striking; it has to be seen to be believed - apparently toerags don't like pink! Well seeing it will not be a problem; we've even had comments from the astronauts on the International Space Station – "Is it a bird? Is it a plane? No it's...Trev - **turn it down!**".

Only time will tell who comes out on top - dark or light, old or new - who's your favourite? Anyhow this has made for a pleasant distraction from fettling in the shed having kicked off a project of our own, but that's another story...



TTFN from



**THE**



## Count your blessings, and your spokes!

*(Continued from page 1)*

Recalling the wisdom of cycling lore, I opened out my brake caliper and wound the broken spoke round its neighbor, and gingerly carried on.

The anticipated wheel implosion and shameful phone call home “Can you come and pick me up, I’m 15 miles away in the middle of nowhere!” didn’t happen, and I was

able to complete my 50-miler with only a slight reduction in pace (most of which was due to my legs, admittedly).

I’m not really a skinflint but it is just a coincidence that most of my bikes are other peoples’ hand-me-downs, and so there was a reasonable chance that brother Mark would have a replacement spoke

somewhere in his collection; it was worth a text anyway.

It only took a couple of days’ searching in his bike shed to find the requisite item and I mused on which bike shop would be favoured with my custom.

In the end, I opted to do it myself using my (yes, secondhand) turbo rig as a wheel jig and was well

pleased with the result of 20 minutes’ work when the wheel came out as true as I could wish for.

Result! And another item on my bucket list ticked off.

## Circumstances get Challenged?

It’s been a tough time, boys and girls, and I know we’ve all been through some challenging circumstances in recent months.

And that’s why I was so glad to go to the club prize giving dinner back in March and see friendly familiar faces, and even more glad to turn up to

Nigel’s series of Saturday rides.

These rides were social and inclusive affairs, enough of a ride for the regular riders but still a manageable challenge for a newcomer, such as my son Adam, who was made very welcome. Thanks Nigel, let’s do it again!

Yes, cycling can be about ripping one’s legs off and bragging about it, but as often as not it’s just about trying to turn the pedals whenever you get the chance, and that’s what Team Cambridge is all about.

Anyway, the metaphorical mending of my spokes started a few weekends ago with the now annual event that is the AECOM 100 charity ride.

**“It’s just about trying to turn the pedals whenever you get the chance, and that’s what Team Cambridge is all about”**

## Builders on Bikes! - AECOM 100

Organised by Matthew Palmer of the Cambridge branch of the multinational engineering consultancy, this event is now in its fifth year and attracts over 120 riders from all sectors of the construction industry.

True to AECOM’s reputation, the event has always been impeccably organised, with details worthy of the big national events. The image of hairy-arsed build-

ers in Transit vans isn’t strictly true these days, and among our number were some seriously speedy riders, not least the event organiser!

The weather hasn’t always been kind—seldom wet but often seriously windy and this year was no exception, with group riding essential just to make headway in the buffeting half-gale.

Last year the weather was kinder but I opted for the 50km route with only one leg available for duty, but this year I needed both of them for the hundred.

Andy dragged me along to finish 14th and 17th respectively: not too shabby, I thought.



**Classy, if not too comfortable - this Colnago has kept its looks well.**



## Tarmac

## Terrier's

## Tribune



**Photos by Papa Rat-See: check out his albums via the club website.**

[www.team-cambridge.co.uk](http://www.team-cambridge.co.uk)

## Early Season Roundup - April 2014

The tarmac terrier has been otherwise engaged lately, but has sniffed out a few snippets from the early events this season.

First off, the traditional opener, the short and snappy E2/07 Newton circuit. It must have been a good night, as a handful of PB's were won, including Simon, Peter, Nigel and Danielle, and both Tony and Sue showing that the legendary mile-munchers can sprint when the need arises!

Next up, a couple of rounds at Bot-tisham, usually seen as a test of who has been doing their pre-season training and who (ahem) hasn't. The ranks (and club kitty) were swelled by a welcome horde of triathletes (who do, presumably, train) and the usual suspects (who might have done).

The weather was reasonably kind this spring and so the times showed quite a narrow spread from top to bottom, so some work has clearly been done!

## You wood, wouldn't you?

A little interlude from the technical area at Wimpole, this spectacular set of TT bars is not what it seems.

The owner of these magnificent protruberances explained that his firm has a special techniques for painting all types of surfaces with a custom-printed mask,

which can be applied to any shape.

Carbon fibre was (obviously) too boring, but the wood grain effect is totally convincing even up to close range.

Regrettably I did not note the name of the owner of either the bike nor the hairy shins behind - perhaps there

would be a suitable treatment for these also?



## 7th May Circuit Series F14z/12.4

I was there!

Yes readers, indeed I was, and I do like a circuit event. Perhaps it's the variety of the terrain (yes you do only turn left, and you do end up where you started from) or perhaps it's the opportunity to shelter from the wind when the occasion allows.

It was a breezy night all right, the strong westerly

making sure that the trip up Orwell hill was about as fast as could be imagined, and luckily the second leg of the triangle was in the lee of the high hedges, lessening the pain of the endeavour.

The eventual (and rightful) winner was Ian Turner of St Neot's CC in 31:09 and he overtook me so fast on the bends that I was convinced the sound was that

of a motorbike!

Despite giving 3'50" to the winner, Alex Burch wasn't making brmm-brmm sounds, but he seemed happy enough.

Paul Littlelyke in St Neots colours is in good form this year (not working in a bike shop can do that for you) and Peter got a PB and beat me by over a minute.

## 14th May 2014

There never was a worse evening to be sitting on a training course suffering death by Powerpoint than this.

Warm, sunny and with scarcely a breath of wind, this was the night for the Tarmac Terrier to take your PB by the scruff of the neck and shake it like a baby bunny.

And that's just what Ralph, Alex, Peter and Steve Barnes did!

Top time was Edmund Bradbury of CUCC with 19:49 and eighteen riders in total made it home in less than 24 minutes.

Meanwhile, I arrived at the decision that my marketing plan would consist of getting my finger out and getting

## F2/10 CAX

some work done, and spent the rest of the evening packing away a few extra helpings of wrapped prawns and chili dip.

It could be a while before the Tarmac Terrier gets to cock its leg on my PB!



This is a photo of the side of a bus (with a bus in the background).

## 21st May 2014

A good night this one, so inevitably it was your scribe's turn to marshal.

Not many PBs tonight, but Steve Barnes turned in a creditable 26:13 to gain a coveted asterisk in the results sheet.

Up front, Ralph Hancock was queuing for coffee after 22:33, with Lex close behind on 23:19, separated by a good handful of Cam-

bridge Tri and Newmarket riders.

It was an exciting session on the Caxton roundabout, but thankfully not too exciting - I find it more nerve-racking to be watching than riding.

The easterly wind made for a swift run in to the turn, and this was visibly noticeable from my vantage point; but the times told the tale of a hard grind back into the wind

## F2/10 CAX

eliminating the gains.

Despite much mental effort, a miscalculated sequence of placing and retrieving the jumbo-sized road signs in the specified locations meant that I clocked up 30 miles on the 10 mile course, with the result that I had to stop for petrol at Cambourne to make sure I got back for the last cup of coffee!

Still, it's not the first time I've run out of gas on a time trial...

**Still, it's not the first time I've run out of gas on a time trial...**

## 28th May Ron Edwards Memorial 10 F2/10 CAM

Not quite a washout this one, but I think its fair to say that everyone's expectations had been set fairly low due to the two solid days of relentless half-term rain that preceded it.

So, it was a pleasure to see a good turnout for our gathering in the layby.

In the end, it didn't do much more than drizzle, but the likelihood of spray causing poor visibility out on the A428 justified a cautious approach.

On the way home of course, the roads were dry and it would have been a decent enough night for a ride out, even

if not racing.

We did get a treat and that was to witness Peter's amazing new paint job on his low-pro Longstaff machine, which I am sure will be subject to the *Bikewatch* treatment very soon.



Trev mate, that just ain't aero!



## TEAM CAMBRIDGE CYCLING CLUB

The family friendly  
cycling club,  
where red and  
yellow is  
always the new black!

President:  
Doug Parker  
Chairman:  
Tony Clarke  
Hon. Secretary:  
Sue Clarke  
Treasurer:  
Pauline Parker  
Racing Sec:  
Paul Millard  
MTB Secretary:  
Kaptain Kev  
Membership Sec:  
The Quiet Man™  
SpokesTwit:  
Champagne Charlie

[www.team-  
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*Happy Pedalling!*  
*from your SpokesTwit*  
*"Champagne" Charlie*



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## Team Cambridge Open 10—19th July 2014

Time to grab your diary, Google calendar, egg timer or whatever gets your through the day and make note of this date.

This is the other thing that's happening in July besides the much-lauded Tour de France coming to Cambridge, and it's just as exciting!

Indeed it is, because you dear readers get to take part in the event, whether challenging your best endeavour on what is a fast and fun course, or by helping to make this event a safe and enjoyable day out for all concerned by signing up to be a marshal or helper.

This year the promoter is yours truly, and this means that there are lots of vital tasks to be done, such as risk assessments, police notifications and trying out a selection of cakes for the post-ride refreshments!

Importantly, we need a total of 8 marshals on the course, and I will be hounding everyone relentlessly to ensure that all is in place on the day. So big thanks to Eric and The Quiet Man™ for saying yes, and Peter's mate as well. We've got the official timekeeper and assistant signed up and also our regular cake-makers (thanks!) who never fail to exceed expectations.

So if you'd like to race, go to <http://www.rttc.org.uk/> to get the details and to grab your place on a sun-drenched roundabout contact me on [charles.tallack@btinternet.com](mailto:charles.tallack@btinternet.com) - to avoid disappointment, do it now!

## Marshal Amplifier!

### What does a Marshal do?

Well, having run the bad guys outta town before the event, the actual task is quite simple, but important nonetheless.

Basically, the job involves making sure the riders follow the correct route by pointing in the direction of the course, usually at a roundabout exit or a junction.

Obviously, being visible is important, hence the hi-viz jacket, and the secondary benefit is to be noticeable to passing motorists to let them know that something special is happening and to take extra care on that section of road.

Importantly, the marshal's responsibility does not extend to directing the traffic (this would be illegal) but only to pointing the way for the riders.

And for the riders, the sight of a friendly marshal can make a big difference, especially if it avoids the embarrassing U-turn after taking a wrong exit that can really spoil your big day!



**This roundabout ain't big enough for the both of us (yes it is, actually...)**