

· EST 1891 ·

Thursday 19 September, 2024

Cycling Weekly

**NEW BMC
ON TEST**

Latest Teammachine is aimed squarely at the racers



**YOUR
ESSENTIAL
GUIDE**

FULL PREVIEW

WORLD CHAMPIONSHIPS

Route maps, profiles and the riders to watch in Zurich next week

FITNESS

Strength training and how it can turbo-charge your riding

NEWS

Dan Bigham on his move to Red Bull-Bora-Hansgrohe





 **COLNAGO**

Discover the thrill of Colnago V4
colnago.com





Core blimey!
● Page 44



Rainbow warriors
● Page 23



BMC Teammachine tested
● Page 38



Dan Bigham interview
● Page 14

The call of the Worlds

There's something of a 'last week of term vibe' at the UCI World Championships now it's back in its late September slot. There are those who don't really need to be there but might as well go because it's good fun and there's nothing better to do; those who are desperate for a good result and are throwing everything at their final exam; and those who wouldn't have gone, but have been told to go and don't want to get into trouble.

It makes for an intriguing mix of riders and teams, and some interesting tactics. Throw in some trade team loyalties - both current and soon-to-be, for riders heading to other teams - and you have the recipe for races like nothing else we've seen all season.

Part of the fun for me is that with everyone wearing their national strips I can park my impartiality for a week and cheer on those in British jerseys. This year there are three riders that I'll be watching with added interest: Joe Blackmore, Cat Ferguson and Imogen

Wolff. Their results this year have been nothing short of incredible, and while there's no such thing as a guaranteed result, the under-23 men's and junior women's races are definitely ones to mark in your diary.

Our preview this week, the final big race preview of 2024, should give you everything you need to know about the week of racing in Zurich.



Simon Richardson Editor
simon.richardson@futurenet.com

My highlights this week

- 6** Pogačar straight back on form
- 42** Favero power pedals
- 58** Dr Hutch holidays in Lowestoft



NEVER MISS AN ISSUE!

SUBSCRIBE AND GET CW DELIVERED TO YOUR DOOR WWW.MAGAZINESDIRECT.COM/QYC/D35Q



Scan to subscribe!





●
Canadian class

The peloton passes in front of the Fairmont Le Château Frontenac in Quebec during the GP of the same name last week. The five-star hotel was built by the Canadian Pacific Railway company in 1893.

● ●
Hill climb

This is a road race, not a hill-climb, but the winning breakaway at the Beaumont Trophy is about to crest one of the many punchy rises on the lumpy course. Oliver Rees, on the front, would go on to win.

● ● ●
Training ride

Dawid Godziek of Poland jumps on a moving train. It's not drop bars, but it is apparently the first time this kind of thing has ever happened on the back of a locomotive, cannily called the Red Bull Bike Express.

● ● ● ●
Wiebes power

No one looks close to beating Lorena Wiebes in the bunch sprint to end the European Championships. The Dutchwoman had a disappointing Tour de France Femmes, but bounced back in Belgium.



Pogačar ready to chase rainbows

Giro-Tour double winner dominates GP Montréal ahead of the Worlds, reports *Tom Thewlis* in Canada

As he so often does, Tadej Pogačar ripped up the script in another WorldTour race as he stormed to victory at the Grand Prix Cycliste de Montréal ahead of the upcoming World Championships in Switzerland.

It is rare that a solo move from range on the Parc du Mont-Royal circuit sticks. But on a scorching hot day in the North American city, Pogačar launched an unanswerable attack 20 kilometres from the finish on the penultimate ascent of the steep Côte Camillien Houde climb.

Matteo Jorgenson (Visma-Lease a Bike) and Julian Alaphilippe (Soudal-Quick Step) both briefly tried to follow the Slovenian, although their attempt to stay with him was short-lived and neither rider saw him again until the finish.

It wasn't quite Strade Bianche distance, but this was Pogačar at his devastating best and proved that a rainbow jersey could be well within his reach when he races in Zurich in a fortnight's time.

"The chance is always there, it's always been there," Pogačar said in his winner's press conference when

asked if he could back up the result with victory in Switzerland. "I had the chance last year in Glasgow and took third place on a parcours that didn't suit me.

"But this year it is much better in Zurich so the chances for me are bigger. But World Championships are World Championships, if not everything goes to perfection, it's hard to win.

"Today gave me a lot of confidence and motivation," he added. "Just a bit more training, maybe some long and intensive training, but not too much and then I think I am ready for the World Championships."

Pogačar slowed down going into the final kilometre and high-fived fans

and fellow riders as he approached the finish line to claim his second win in Montréal.

Michael Matthews – the winner of the GP Québec, the first of the two Canadian races – even stopped on the opposite side of the finishing straight before joining the huge crowds of spectators and receiving a high-five himself from his close friend and Monaco training partner.

"The World Championships has been a really high, high goal since December," Pogačar concluded. If Pogačar can win in Zurich, he would become only the third rider to win the Giro, Tour and World Championships in the same year.



On the podium (l t r): Pello Bilbao, Pogačar, Alaphilippe



Pogačar's blistering win bodes well for Zurich



Words Tom Thewlis Photos: Getty Images

Williams stakes claim for Worlds place

Tour of Britain winner Stevie Williams will be hoping that a DNF in Montréal won't impact his potential Worlds selection for Great Britain.

The 28-year-old winner of Flèche Wallonne was expected to contest for the podium in Canada, but was unable to finish the race. Nevertheless, Williams told CW pre-race that he hoped to be considered by GB after winning two WorldTour races this year.

"I've put it out there that I'd like to go there and be competitive," he said. "But I'm under no illusion that it's one of the hardest races of the year.

"But if I have a good day, I'll certainly give it a good shot. I mean it's the World Championships, so if you can't get motivated for something like that then what can you get motivated for?"

Tom Pidcock was set to race in Canada, but concussion sustained in a crash at the Tour of Britain meant the Yorkshireman was unable to travel to Canada. Pidcock will likely lead the British team, but Williams said he would relish the opportunity if given licence to race for the win himself in Switzerland.

"We'll see if I go there and attempt

to race the finale, or I go there and support someone else deep into the race, either is OK," Williams said. "But that'll be something we speak about closer to the time once we're there."





Olympic legacy event RideLondon is taking time out

News

RideLondon 'paused' for 2025

The UK's biggest sportive won't happen next year, but stakeholders appear to want its return

"It's very upsetting, I have just got into cycling because of this event," one rider commented on Instagram. "Very disappointing," another added. "It's the only motivation of thousands of cyclists every year to train. Basically they are pushing us to go to other countries for a closed-road cycling event." "There goes my London trip for 2025. Was really looking forward to this," another participant said.

This was the reaction to the news last week that RideLondon would not

happen in 2025, officially for a "pause", for a strategic review. All early entrants will be fully refunded.

It will mark the first time that the mass-participation bike ride has skipped a year – apart from during the Covid pandemic – since its inception in 2013. The RideLondon Classique, the Women's WorldTour stage race, will also not happen in 2025, after a calendar change.

Why would you stop the UK's largest sportive just for a review, the official line?

"We feel the time is right to take a pause and bring all stakeholders together to

work on a new concept for RideLondon," a spokesperson for London Marathon Events, the organiser, said last week. "We have now held 10 hugely successful editions of the event and inspired more than 300,000 people to get back on a bike or cycle more often. The event has also raised an incredible total of more than £85 million for

charity... A hiatus in 2025 enables us to reimagine the event for future years. We have an agreement with Essex County Council for the event to take place in Essex until 2026. They are keen for the event to return to the county in 2026 and we will be working closely with them to develop our future plans."

The cancellation of the 2025 event comes amid a background of mounting pressures on cycling in the UK, including the general anti-cyclist climate in the media, the cancellation of other major UK events, 20mph zones affecting race routes and cycling rates dropping to pre-pandemic levels.

All partners including Essex Council and TFL have said they aim to bring back the sportive for 2026. Whether or not a supporting race will return is less certain.

"A HIATUS ENABLES US TO REIMAGINE THE EVENT FOR FUTURE YEARS"

THERE MUST BE A REASON WHY
T A D E J
CHOOSES MYWHOOSH



TRY THE PLATFORM THAT PROS CHOOSE - **ALL AT ZERO COST**

Over 700 workouts, training plans, events, real worlds
and much more for free on MyWhoosh



www.mywhoosh.com

my
WHOOSH

Rees ends dry spell in wet Beaumont Trophy

George Kimber wins the overall National Road Series despite last-lap crash

Oliver Rees tasted a rare victory after winning a sprint from the leading breakaway following a gruelling edition of the Beaumont Trophy.

Meanwhile, George Kimber overcame adversity to gain enough points to secure the overall National Road Series title.

Northumberland's rolling countryside and changeable conditions made for a tough final round of the series. However, it took until around the 75-mile mark for the race to split and a group of eight riders went clear.

Rees, aged 23 and from

Holmfirth, switched the colours of Trinity Racing for Portuguese Continental team Sabgal-Anicolor this season.

On the back of finishing 24th overall in the Tour of Britain last week, Rees had the legs to form part of the breakaway.

Perilous parcours

Jack Hartley (Cycling Sheffield) was one of those who slid out on the slippery roads reducing the breakaway to seven for the finish.

It was Rees who finished quickest after three and a half hours of racing for the

100-mile event – reduced slightly due to a crash in the women's race.

Under-23 rider William Truelove (THRIVA-SRCT) had to settle for second in the breakaway sprint and Thomas Armstrong (Wheelbase CabTech) was third.

"I've not won a race for a long time, so to be able to do it at national level means I'm really happy," said Rees.

"It was quite chaotic with lots of crashes, the roads were slippery after it rained and then it dried up so people became a bit more confident in the corners.

"I tried to stay out of trouble and it worked well for me."

Coming into the final round of the road series Kimber had a narrow 11-point advantage in the overall standings ahead of Saint Piran's James McKay.

Matthew Holmes and Rowan Barker were also in with an outside chance of clinching the title.

Spirit TBW Stuart Hall Cycling rider Kimber suffered a puncture and then crashed on the greasy road surface.



Despite Saint Piran pushing the pace Kimber chased back onto the peloton and then placed a single position behind McKay in the bunch sprint to clinch the title.

"I thought it was all over on the last lap when I went too fast around a corner and slid out," said Kimber.

"I grabbed a spare bike and got back into the convoy and the bunch. It got the adrenaline going and I had so much fight in me for the sprint that I wasn't going to mess it up.

"I'm really proud with how we bounced back before. As an elite team, to come in as underdogs is really great."



Kimber fed off adrenaline to secure the overall honours



Rees capitalised on his Tour of Britain experience to win in Northumberland



Words: Snowdon Sports Photos: SW/pix.com

Clay avoids crash to win Curlew Cup

Robyn Clay avoided a last lap crash before winning the sprint from a reduced peloton to clinch the Curlew Cup in Northumberland.

The 20-year-old enjoyed her first Belgian podium last month and followed that with a top 10 overall in the Rás na mBan in Ireland last week.

The DAS-Hutchinson-Brother UK talent was the chosen sprinter for her team and was led into Stamfordham to take victory ahead of Eilidh Shaw (Alba Development Road Team) and junior Esther Wong (Shibden Apex RT) in third.

"It's been a tough season, I really wanted to win today," said Clay. "It was pretty lined out coming into the finish, it was a long sprint and I went early."

A reduced group of 17 riders battled for victory after a crash while descending the Ryals back to the finish scuppered the chances of many.

"The last time up the Ryals it was raining lots, I had to take my glasses off as I couldn't see," added Clay.

"You could hardly see anything, it was fast and so wet. There was a corner and somebody slid out resulting in a pile-up, but luckily we didn't come down."

Shaw came into the final round defending her series lead and her runner-up spot saw the 19-year-old add the road crown to her National Circuit Series title.

"The points were very close and it came down to the bunch sprint," said Shaw. "I just tried to stay at the front so to finish second is great."

Clay soaks up victory after a rainy day up north



CTT makes its Classic Series road-bike only

Road bikes more popular than ever on the TT scene

The Cycling Time Trials (CTT) Classic Series is to be run as a road bike-only competition next year, the sport's UK governing body has revealed.

The switch comes off the back of figures for the first half of 2024 that show road bikes are proving far more popular with riders new to time trialling: there has been a 60% increase in newly registered riders using road bikes, and a 54% drop in those opting for low-pro time trial machines.

The figures are stark and paint a clear picture. They should be viewed with caution though, given that 2024 has been the first full year in which road bikes have enjoyed their own dedicated category.

The six-round Classic Series is run throughout spring and summer – from March to June – on sporting courses that tend to feature A- and B-roads rather than dual carriageways.

In the past each round marked a major appointment on the time trial calendar, with full fields featuring the country's best riders fighting it out.

The popularity of the series has waned though, with even the popular Buxton round this year

only securing 81 starters from 150 available spots, and the Penzance round in May only 39 starters – in part, no doubt, to its geographical location.

Across the series road bikes tended to outnumber time trial machines, so the switch was not hard for the CTT to make.

CTT chair Andrea Parish said: "It's based on [the figures], the popularity of road bikes in the Classic Series and the fact that the courses used are sporting courses that we are offering our road bike time triallists a dedicated points-based series from 2025."

As well as the increase in

new time triallists on road bikes and the decrease in those on TT machines detailed at the top of the story, there has been a huge 71% increase in road bike entries overall, and a significant 18.7% drop in TT bikes in the first half of 2024, compared to the same period in 2023.

With the time trialling season not having drawn to a close yet, more information

on the year as a whole will become available in the coming months. This is likely to prove somewhat more insightful, given that CTT only announced its game-changing initiative to recognise road bikes as their own, default category in April 2023. That would have given many riders reason to choose the drop-bar category.

With this in mind, next year's figures will be key.

“IT'S BASED ON THE POPULARITY OF ROAD BIKES ON SPORTING COURSES”

The new category is proving a boon to UK time trialling



CW **BIG** RIDE CHALLENGE

HOW FAR

WILL YOU RIDE IN 2024?

Sign up to one of our **NEW RIDE CHALLENGES**
and take your riding to a new level



FIND OUT MORE

WWW.CYCLINGWEEKLY.COM/BIGRIDECHALLENGE



How Red Bull won the race to sign Dan Bigham

British engineer says team set to focus on improvements in tyre tech

British Cycling was among more than five different teams and nations that attempted to sign top British aerodynamicist Dan Bigham following his departure from Ineos Grenadiers, the engineer has revealed.

Speaking to *Cycling Weekly* fresh from claiming an Olympic silver medal, Bigham said BC “enquired” about his services as “more than a handful” of organisations attempted to get him on board before he opted to join Red Bull-Bora-Hansgrohe.

Bigham said: “I wanted to find a team that felt the same way about performance that I did and how to move the needle not an insignificant amount. The approach from Red Bull, and especially their ambition and how clear they were and how they wanted to go about it in performance was like night and day compared to the other conversations I had.”

He added Red Bull had a reputation for “doing things differently, challenging the status quo” across its various sports projects, which include a Formula 1 team,

Moto GP squad and an America’s Cup sailing team.

The team pursuit silver medallist said: “There is huge amount of crossover. And I think they absolutely recognise that knowledge transfer is a big way of making leaps forward.”

That contrasts with his recent experience at Ineos Grenadiers as a performance engineer which he said was “frustrating”. “I went in thinking it was very much like what we believed Team Sky was 10 years ago; very progressive, open minded, willing and able to change;

fluid and flexible. Over time, I realised that it wasn’t quite like that.”

Asked to elaborate on what he felt the squad, which has suffered a dip in form in recent years, was doing wrong, he said: “It doesn’t help me to tell them what they were doing wrong and how to fix it, now my job is to go and beat them.”

The ex-Mercedes F1 aerodynamicist wasn’t keen to give away too much on where he saw potential for improved performance but did identify improvements in tyres as “the next frontier”.

He added: “There are other areas I think that also have importance that, right now, I don’t think people even recognise or acknowledge.



The team pursuiter came away from Paris with silver



Bigham is relishing his new team's openness to innovation

As part of that decision Bigham and family will relocate from Andorra to Norfolk in the coming months, placing him closer to a major airport and Red Bull's advanced technologies and F1 teams in Milton Keynes.

He'll still be doing some competitive riding though, with gravel and British time trialling events in his sights. Bigham has clearly taken inspiration from friend and

"I HAVE A BIG BOARD FULL OF IDEAS AND CONCEPTS"

fellow retired pro John Archibald (Huub-WattShop) who won the 100, 50, 25 and 10-mile National Championships this year.

"John's got it coming! He's been cleaning up everything, and he can't have it easy," says Bigham with a smile. Don't be surprised if you see some experimental Red Bull-Bora-Hansgrohe kit on an A-road near you soon.

I have a big board full of ideas and concepts.

"It's not a short-term, quick-win kind of project. Obviously, there are going to be quick wins that I can implement, but realistically my approach is to build an engineering system that enables us to have long-term performance and look at how do we continually improve. Sustainable long-term performance means changing faster than everybody else."

However, he admits he hasn't been given a budget to make changes yet.

Retirement

All this means that Bigham, who was part of Great Britain's silver medal-winning team pursuit squad in Paris,

will hang up his wheels as an international competitor after October's Track World Championships in Denmark.

He's made these kind of sounds before though; does he mean it this time? "Never say never. I'd love to go back and try and win a gold medal, because I'm not particularly content with silver. But at the same time, that's four years of commitment, not just for me but from Joss, my wife, and Theo [my son] as well, plus all the family and friends and everything that they put into it.

"I'm 32, I'm definitely towards the back end of my career trajectory. I think there's a lot to be done on the engineering side right now. Maybe the sport won't move

as fast as I'm worried it might, but I want to be able to do the things now that I know will have an impact before somebody else does them."



The rider is giving way to the scientist... for now

Words: Vern Pitt Photos: Getty Images, Alamy

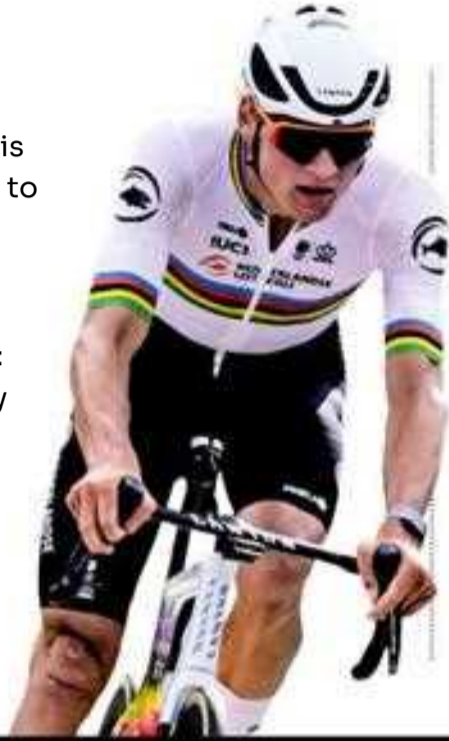
THE HUB

All the news you might have missed from the last seven days

MVDP sheds the load

Mathieu van der Poel is using his World Championship build-up to try and drop some weight.

Speaking ahead of the European Championships, the Dutch reigning champion said: "It will be difficult to extend my title, but we will try. We are trying to be a bit lighter than in spring, that is important. Just like adding a few longer training sessions, since [it] will be a long race."



Biniam Girmay on Instagram

Biniam Girmay receives his second green jersey of the year courtesy of Belgian football team Standard Liège. The team sent a green version of its jersey, with a number '3' to match his trio of Tour de France stage wins.



415

That is Tadej Pogačar's functional threshold power (FTP) in watts as calculated by sports physiology buff Ryan Rodman using Garmin data in the Tour star's recent training video.



"I actively wanted to move there. I wanted to be part of one of the best teams. I've had 11 years of chances to do my own thing on this team. So I don't think there's anything wrong now with wanting to move on."

Simon Yates on his move to Visma-Lease a Bike



Lights, camera, backlash

A trial of smart cameras in the West Midlands is part of the "war on motorists" according to the *Telegraph* and the *Daily Mail*. The cameras track the approach of cyclists or pedestrians and turn the lights green for them as they arrive.

OH LORDS

A House of Lords debate on cyclist safety resounded with phrases such as "a plague of mosquitoes" and "I'm not anti-cyclist, but..." while ideas such as compulsory hi-vis and bike registration were mooted. However, there were supportive voices heard, so perhaps all is not lost.



What's hot:

Transglobal glory

US rider Lael Wilcox set a new women's Around the World record of 108 days, 12hr, 12min for the 18,125-mile trip. After her return to Chicago last week, Wilcox said: "I felt like I could have just kept riding forever."



What's not:

BC's slow progress

There has been no progress on more than half of the 16 recommendations made by British Cycling's road racing task force this January, an update revealed last week.



cycleGuard
Serious cycle insurance

**Get 15% discount on
specialist cycle insurance***

- ✓ Cover in the UK and 30 days EU travel
- ✓ Multi-bike discount
- ✓ Up to £2,500 cycling accessories cover
- ✓ 24/7 cycle rescue recovery
- ✓ New for old cover

Get a quote online
cycleguard.co.uk/cyclingweekly
or call us on:
0333 004 3444

*Terms and conditions apply: Available to new UK customers aged 16 and over. Applicable to first year's premium. cycleGuard is a trading style of Thistle Insurance Services Limited. Thistle Insurance Services Limited is authorised and regulated by the Financial Conduct Authority, FRN 310419. Registered in England under No. 00338845. Registered office: Rossington's Business Park, West Carr Road, Retford, Nottinghamshire, DN22 7SW. Thistle Insurance Limited is part of the PIB Group.



GOLF MONTHLY

Get the **best insight** from the world of golf sent straight to your door each month with a **subscription to Golf Monthly**. Our expert writers are guaranteed to bring you closer to the game you love!

Subscribe now!
magazinesdirect.com



What you're saying

RideLondon events 'on a break' for 2025

Every "strategic pause" has led to a "permanent ending". Amgen said that the Tour of California was being paused. That was four years ago. This is just one example of cycling races that have been "paused".

Tim Garvin Leighton

The original Olympic route in Surrey was far better. *Phil Crow*

This is because local councils were bellyaching about roads being closed for the events. And stopping their residents from getting to Tesco.

Tom Newman

I suspect the UCI screwing the organisers with a forced date change that could not be accommodated for the three-day women's race was a factor. *Lee Wood*

Anti-cycling rhetoric in this country is shocking. *Rich Bachman*

UK bike racing calendar is being hit by problems from all sides. Meanwhile, BC thinks the future is bright because a few young riders did well at the Tour of Britain in a weak field. *Tony Mitchell*

Has a major cycling event ever come back improved after a "strategic pause"? *Simon OB*

The anti-cyclists won in Surrey and now Essex. *David Verrall*

It's important that the UK hosts big events. Councils and regions should look at the bigger picture, rather than worrying about a few complaints. *Jill Downing*



Many are doubtful that RideLondon will return

Photo: Future

Cycling Weekly, Future PLC
Contact us
cycling@futurenet.com
Future plc, Quay House,
The Ambury, Bath BA1 1AU, UK

Editor: Simon Richardson
Web editor: Michelle Arthurs-Brennan
News editor: Adam Becket
Features editor: David Bradford
Senior writer: James Shrubbsall
Tech editor: Simon Fellows
Tech writers: Hannah Bussey, Joe Baker
Staff writers: Anne-Marije Rook, Tom Thewlis, Tom Davidson

Group production editor: Daniel Thomas
Chief sub editor: Jonathan Emery
Sub editor: Steve Shrubbsall
Group art director: Kevin Eason
Group art editor: Daniel Baines
Deputy art editor: Michael Rawley
Group picture editor: Richard Tole
Video: Andrew Daley, Ed Westrop
Video manager: Sam Gupta

ADVERTISING
Head of Sports: Richard Hemmings
Head of Cycling: Jess Hamer (jess.hamer@futurenet.com)
Account directors: Sam Marsh, Chelsea Speakman, Lewis Mokler
Content director: Rob Spedding
Managing director Sport: Dave Clutterbuck
Chief executive: Jon Steinberg

For subscription enquiries
Email help@magazinesdirect.com
Or subscribe online at... www.cyclingweekly.com

SUBSCRIPTION RATES (for 51 issues, including postage) £167 inside the UK; €308 Europe; USA \$348; Rest of World £268. Send orders and correspondence to: Oakfield House, 35 Perrymount Road, Haywards Heath, West Sussex RH16 3DH. Cheques payable to Future Publishing Limited.

How to order and access past Issues: If you are an active subscriber, you have instant access to past Issues through your iOS or Android device/s. Your digital magazine entitlement is available at no additional cost and no further action is required. Pocketmags library may not have access to the full archive of digital past Issues. You will only be able to access the digital past Issues as long as you are an active subscriber.

To purchase single past Issues (print format only) visit: magazinesdirect.com (click on 'Single issues' tab) Or email: help@magazinesdirect.com. Magazinesdirect.com is owned and operated by Future Publishing Limited.

Cycling Weekly, 0011-4316, is published weekly by Future plc, Quay House, The Ambury, Bath, BA1 1UA. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA.

Periodicals postage paid at Jamaica NY 11431. US Postmaster: Send address changes to Cycling Weekly, Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor,

Jamaica, NY 11434, USA. Subscription records are maintained at Future plc, 161 Marsh Wall, London, E14 9AP Air Business Ltd is acting as our mailing agent.

Subscription delays
We rely on various delivery companies to get your magazine to you. We kindly ask that you allow up to 7 days before contacting us about a late delivery to help@mymagazines.co.uk

Registered at the Post Office as a newspaper. Printed by Walstead UK Limited. Distributed by Marketforce (UK) Ltd., a Future plc company, 121-141 Westbourne Terrace, London, W2 6JR.

CONDITIONS OF SALE AND SUPPLY This periodical is sold subject to the following conditions, namely that it shall not, without the written consent of the publishers first being given, lent, resold, hired out or otherwise disposed of in a mutilated condition or price in excess of the recommended maximum price shown on the cover and that it shall not be lent, resold, hired or otherwise disposed of in a mutilated or any unauthorised cover by way of Trade or affixed to or part of any publication or advertising, literary or pictorial matter whatsoever. © Future plc. 2024 ISSN 0011 4326. No. 6705 **EDITORIAL COMPLAINTS** We work hard to achieve the highest standards of editorial content, and

LETTER OF THE WEEK

Our Paralympians deserve more

After the most enjoyable Olympic and Paralympic Games, I am left with a couple of questions. Despite the ongoing debate around inclusivity, the coverage of the Paris Paralympics in the UK media was truly dreadful. Page after page of drivel about failing tennis and football players, with just token coverage of the magnificent, brave accomplishments of the various Paralympians.

Is it time to reconsider the purpose of Lottery funding and sport? Is the sole purpose to fund the ongoing accumulation of medals by a few very competent sportspeople or should it be used to grow sport from the bottom up on a rolling basis? I don't have a formula and I have only admiration for the likes of Sarah Storey, but is it time for change?

Philip Melville



FUTURE Connectors. Creators. Experience Makers.

Future plc is a public company quoted on the London Stock Exchange (symbol: FUTR) www.futureplc.com

Chief Executive Officer: Jon Steinberg
Non-Executive Chairman: Richard Huntingford
Chief Financial Officer: Shaheed Suleman

Tel: +44 (0)225 442 294

SUBSCRIBE TO **Cycling** &
WEEKLY

**SAVE
40%***



Exclusive features, expert fitness advice
and extensive product reviews

CHOOSE YOUR PACKAGE



NOW
INCLUDES
DIGITAL
ACCESS!



PRINT & DIGITAL

- £25.05 every 3 months*
- **FREE DELIVERY** straight to your door or device
- **SAVE** money on the shop price
- **NEW!** Digital access to 500+ issues when you subscribe to print!**



DIGITAL MAGAZINE ONLY

- **ONLY £22.87** every 3 months
- **SAVE** money on the shop price
 - **PLUS** instant access anytime, anywhere

SUBSCRIBE ONLINE NOW

www.magazinesdirect.com/QYC/D35Q

or call **0330 333 1113** and quote **D35Q**

(Lines are open Monday-Friday 8:30am-7pm, Saturday 10am-3pm UK Time)

Offer closes 3rd October 2024. Price is guaranteed for the first 6 months, please allow up to 6 weeks for the delivery of your first subscription issue (up to 8 weeks overseas) the subscription rate includes postage and packaging. *Savings are based on the cover price. Payment is non-refundable after the 14-day cancellation period. **Access to the digital library will end with your subscription. For full terms and conditions, visit www.magazinesdirect.com/terms. For enquiries and overseas rates please call: +44 (0) 330 333 1113. Lines are open Monday-Friday 8:30am-7pm, Saturday 10am-3pm UK Time (excluding Bank Holidays) or email: help@magazinesdirect.com. Calls to 0330 numbers will be charged at no more than a national landline call, and may be included in your phone provider's call bundle.

Cycling Weekly Heritage Range

Prints available in 18" by 24"

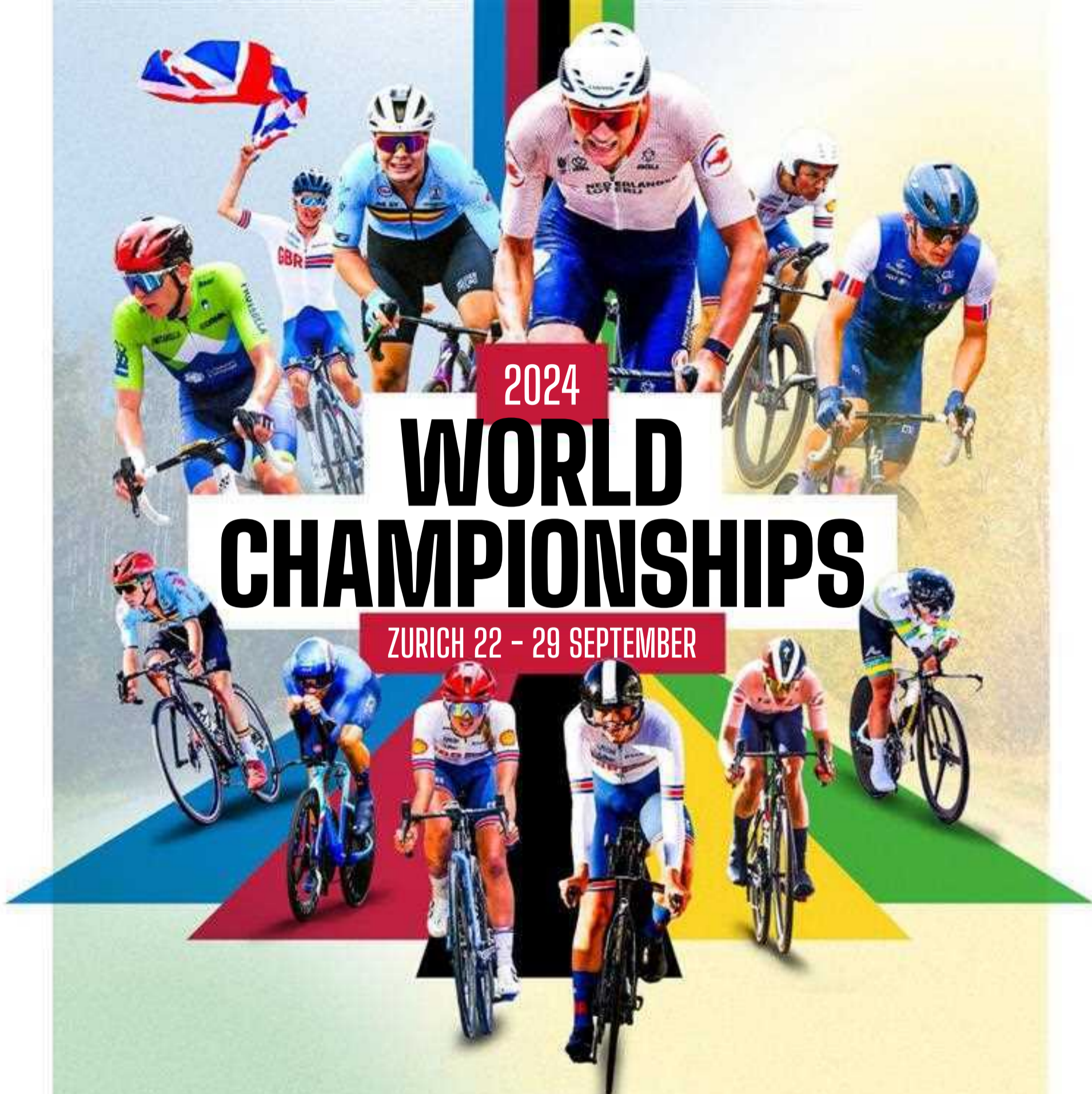
7 TO
CHOOSE



Find them at <https://cyclingweekly.creator-spring.com/>



• EST 1891 •



2024

WORLD CHAMPIONSHIPS

ZURICH 22 - 29 SEPTEMBER

Seven weeks after they came together in Paris, nations of the world descend on Zurich for one last hurrah in 2024

As Remco Evenepoel rode, unchallenged, to a gold medal in Paris, a chasing group making no impression on his lead, there would have been one question on everyone's mind: what if Tadej Pogačar was here?

The pair had raced against each other over three weeks in France, but the young Belgian isn't up to the Slovenian's level when it comes to the high mountains. Let's be honest, no

one was this year. But in a one-day event the pair are more evenly matched and we face the mouth-watering prospect of the two best riders of the year racing head-to-head on the roads around Zurich. And let's not forget about defending champion Mathieu van der Poel. The Dutchman seems to have lost a little of his spring magic, but don't rule him out.

In the women's races this summer, the results showed that it's not all

about the superteams. Kristen Faulkner broke the Dutch team's stranglehold in Paris, just like the gutsy Kasia Niewiadoma did of SD Worx Primetime at the Tour de France.

Great Britain's best chances lie with the incredibly talented duo of Cat Ferguson and Joe Blackmore, and we wait to see whether our para cyclists can pick themselves back up after their stunning performances in Paris.

See you in Zurich!



WORLD CHAMPIONSHIPS

ROAD RACES

Elite women – 154.1km

Saturday, 28 September, 12:45

Elite men – 273.9km

Sunday, 29 September, 10:30

Back in its usual headline slot on the final Sunday of the World Championships, this elite men's road race is the longest since Ronse in Belgium played host to the race for the rainbow bands in 1988. At 273.9km long, with 4,470m of climbing, this will also be a seriously tough race, the hilliest since Innsbruck in 2018, which was won by Alejandro Valverde.

The race does not begin in the city of Zurich itself, but in

“SEVEN LOOPS WILL SHOW OFF SWITZERLAND'S LARGEST CITY”

the wider Canton (political administrative district), in the city of Winterthur, the sixth-biggest in Switzerland, and home of Albert Büchi, third at the 1931 Worlds. Consisting of two main parts, the race uses a loop out of Winterthur, over the Buch am Irchel – 4.8km at 4.2% – and taking on the Kyburg – 1.3km at 10.1% – and then the

Suessblatz – 1.7km at 8.5% – before heading into the main circuit, around the city of Zurich, which will be tackled seven times in all. From 85.9km to the finish, the peloton will be heading round the Zurich circuit – each lap is 26.9km, with 501m of elevation. It's not flat.

The seven loops will show off Switzerland's largest city, the heart of the Protestant Reformation in the 16th century, and close to the Glarner Alps, and will certainly require a large dose of Protestant work ethic.

There are two significant climbs on the circuit: the Zurichbergstrasse – an average of 8% over 1.1km, with a maximum of 15% – and then the Witikon – 2.3km at 5.7% with a max of 9% – so there will be many weary legs.

By the time the race finishes in the Sechseläutenplatz, Zurich's largest square, many will have fallen by the wayside. It is a route which screams Tadej Pogačar or Remco Evenepoel.

Elite women

While the men's race is the longest in a generation, the women's elite race takes



Men's Elite Road Race course



place over 154.1km, a fairly typical distance, with 2,400m of elevation. It begins in Uster, the third-largest town in the canton of Zurich, with a 25km lap of the Greifensee, before it too joins that circuit around Zurich itself.

Before joining the same circuit as the men, the women will take on the climb of Binz, 1.5km at 9.3%. There then follows four laps around Zurich, featuring the Zurichbergstrasse and the Wikikon. There are technical



Women's Elite Road Race course

PARA-CYCLING PARCOURS

Para-cycling athletes get their own loop on their respective road races: the Lakeside Circuit, a 6.2km lap of south Zurich running alongside Lake Zurich that starts with the Kreuzstrasse, a punchy climb.

The men's B is 103.2km long, with two laps of the City Circuit and eight laps of Lakeside; the women's B is 84.7km long with two laps of City, and five of Lakeside; the men's H1-2 and women's H1-5 is 38km long, made up of six laps of Lakeside; the men's C4-5 is 90.9km long, with one lap of City and six of Lakeside; the men's C3 is 71.6km long with one lap of City and three of Lakeside; the men's C1 and C2

is 10 laps of Lakeside; the men's and women's T1-2 is five laps of Lakeside; the men's H3 is one City lap and five Lakeside; the women's C1-3 is nine of Lakeside; the women's C4-5 is one of City and seven of Lakeside; and finally, the men's H4 and H5 is one lap of the City Circuit and five laps of Lakeside.

Para-cycling RR schedule

Men H1-2	26 September	9:00
Women H1-5	26 September	9:00
Men C4-5	26 September	12:15
Men C3	26 September	12:15
Men C1	27 September	8:30
Men C2	27 September	8:30
Men T1-2	27 September	11:00
Women T1-2	27 September	11:00
Men H3	28 September	8:15
Women C1-3	28 September	10:45
Women C4-5	28 September	10:45
Men H4	29 September	9:45
Men H5	29 September	9:45

sections throughout, including a lengthy 3km descent through the forest to the south. Despite less distance and elevation to the men, it seems like the perfect course for a solo breakaway or a small group sprint.



TADEJ POGAČAR, Slo

World ranking: 1

Can the incomparable Tadej Pogačar complete what has already been one of the all-time great seasons, and follow Eddy Merckx and Stephen Roche to become only the third man in history to achieve the triple crown of winning the Giro, Tour and Worlds road race in one season? The Worlds is a trickier race for him, given the superior strength of his rivals' teams. He missed the Olympics to recover after the Tour and has 21 wins under his belt this season. If he's still on that form, he is nigh-on unbeatable.



REMCO EVENEPOEL, Bel

World ranking: 2

Having been crowned Olympic champion in both the road race and time trial in Paris last month, Remco Evenepoel now has his sights set on recapturing the road race world title he won two years ago in Wollongong. The Belgian chose the Tour of Britain as his final warm-up race, where he admitted to 'mostly eating' after his Olympic wins, including a midnight kebab with his wife. Everyone will be on the look out for the long-range attack. Will they be able to follow it if it comes?



MATHIEU VAN DER POEL, Ned

World ranking: 5

Mathieu van der Poel's form might have dipped since his incredible, history-making spring campaign, with a quiet Tour de France followed by a failure to be in the mix for gold at the Olympic road race. But do not underestimate him — after all, a similarly subdued run preceded his crushing victory at the Worlds in Glasgow last year, when even a crash in the final stages didn't stop him winning by over a minute and a half.



MATTEO JORGENSON, USA

World ranking: 13

The American has only raced 44 days this year, but what he lacks in volume, he makes up for in consistency. He won Paris-Nice and finished second at the Dauphiné, and throughout both races was barely out of the top 10 each day. Eighth on GC at the Tour was a breakthrough Grand Tour performance, while ninth in Paris showed he has the nous to be in the right place at the right time and follow the right moves without race radios or multiple team-mates.

OTHERS TO WATCH

Though lacking an individual on the same level as Pogačar or Evenepoel, collectively the French team have both the depth and tactical acumen to challenge for victory. **Julian Alaphilippe** capitalised on this to win both the 2020 and 2021 Worlds, while **Valentin Madouas** and **Christophe Laporte** are in great form, having combined to win silver and bronze respectively at the Paris Olympics.

Just as the French rose to the occasion on home roads in Paris, the Swiss looked poised for a strong showing in Zurich. **Marc Hirschi** at last resembled the man who burst onto the scene four years ago while winning the San Sabastian Classic last month, while **Stefan Küng** can always be depended upon to be up towards the front in major one-day races.

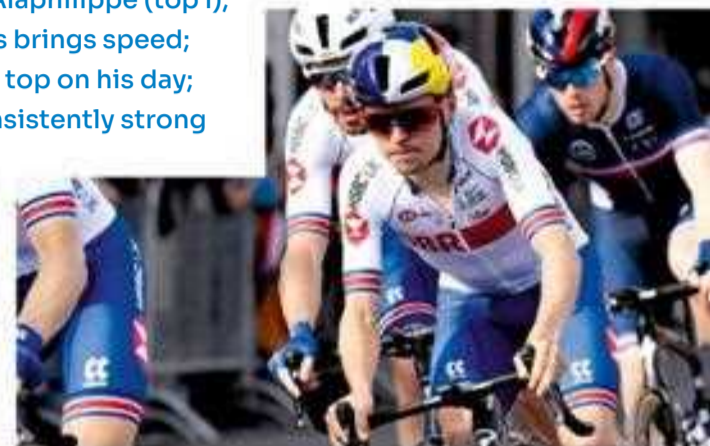
Britain will again be led by **Tom Pidcock**. While the Yorkshireman can blow hot and cold in the biggest races, on his best day he's one of the few men capable of challenging the top favourites mano a mano.

It's been seven years since the men's road race last ended in a large group sprint, but the course in Zurich isn't hard enough to rule one out altogether this year. **Mads Pedersen** and **Michael Matthews** would

likely come into play in such circumstances, as well as provide a chance for **Biniam Girmay** to continue his history-making season by becoming the first ever African world road race medallist.



Clockwise: Alaphilippe (top l); Matthews brings speed; Pidcock's top on his day; Küng's consistently strong



PARA-CYCLING CONTENDERS

Look out for British T2 trike racer **Felix Barrow**, who claimed road race bronze at the last World Cup in Italy in May. He will be fighting with **Dennis Connors** from the USA, who claimed silver in Paris. Britain took no trikes or

handcycles to the Games, so this is Barrow's big chance.

Similarly, our H4 handcyclists will be out in force, in the form of **Callum Russell** and **Alex Brooke-Turner**, both of whom have been consistent top-10

finishers in one of the biggest road classifications. Paralympic H4 champion **Jetze Plat** from the Netherlands is absent, giving GB a good shot at fending off dangerous Austrian **Thomas Frühwirth** and team-mates.

C2 **Matthew Robertson** should shine here too; he kept up with stronger C3 competitors in the mixed classification event in Paris, including **Jaco van Gass**, **Ben Watson** and even winner of the Paralympic gold **Fin Graham**. C3 Watson, who lost his double Paralympic title in Paris, will be especially hungry to perform here.

Britain's C4 **Archie Atkinson**, newcomer and proud track



Robertson showed promise in Paris

pursuit silver medallist, crashed in his Paris road race and will want to show off his road prowess. British C5 **William Bjergfelt**, an endurance specialist not selected for the Games, was last year's road race world champion so he is one to watch as he battles with Ukrainian **Yehor Dementyev** and Dutchman **Martin van de Pol**.

Can Barrow seize the day?





LOTTE KOPECKY Bel

World Ranking: 1

Since winning last year's Worlds road race in Glasgow, Lotte Kopecky has honoured the rainbow jersey in style, discovering new-found skills as a climber to make the podium at the Giro d'Italia, yet losing none of her edge in the Classics; triumphing at Paris-Roubaix and Strade Bianche. She'll be a marked woman, and her Belgian team face a challenge to protect her from attacks, but she'll be desperate to make amends for her Paris 2024 campaign that yielded only a bronze medal from the road race, and none from the track events.

DEMI VOLLERING Ned

World Ranking: 2

Following her crash-induced defeat at the Tour de France Femmes by an agonising four seconds, Demi Vollering will be itching to bounce back. Though she's cleaned up in all the stage races that preceded the Tour this year, the Dutchwoman hasn't won a Classic since April 2023, and has fallen short of the supreme standards she set during her annus mirabilis last season. A big win is due: will it come in the form of a first World title?



ELISA LONGO BORGHINI Ita

World Ranking: 3

The highlight of what has been the best season in Elisa Longo Borghini's career came in July, when she won the Giro d'Italia title on her 13th attempt. Now, for what will be her 13th Worlds road race, might she also win the rainbow jersey that has also always eluded her? Much will depend on how she's recovered from the crash that forced her out of the Tour de France Femmes in August.

MARIANNE VOS Ned

World Ranking: 6

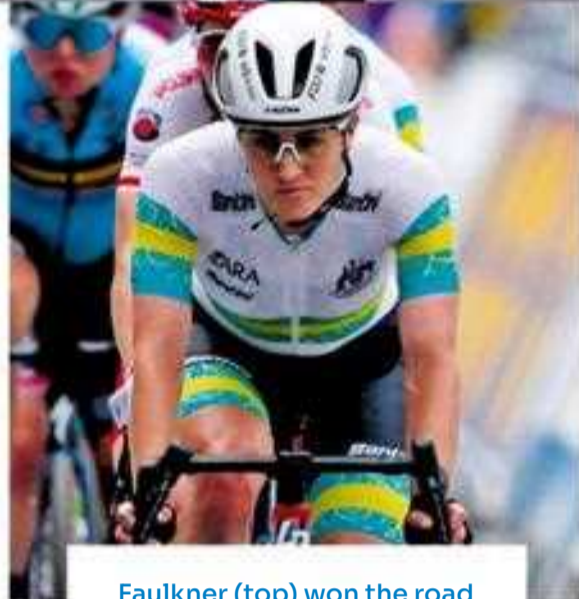
Everyone knows by now that you can never underestimate the great Marianne Vos – even at the age of 37. Yet she still keeps finding ways to go under the radar and snatch major victories. She won Classics in spring, including Amstel Gold, the green jersey at the Tour de France Femmes, and was only denied Olympic gold in Paris by a late Kristen Faulkner attack. Luckily for Vos, her strong national team includes many of her usual trade team rivals.

OTHERS TO WATCH

Many of the recent biggest races have been won by outsider favourites, so who's to say the same won't happen in Zurich? **Kristen Faulkner** showed at the Olympics how the elite riders can be overcome by slipping clear for gold with a late, smartly-timed attack, although she will surely be more closely marked now she is the Olympic champion. The form **Grace Brown** showed to win the corresponding time trial in Paris at a canter suggests she too can't be allowed any leeway, in what will be her last time representing Australia before retiring.

Kasia Niewadoma is the other in-form underdog following her thrilling triumph over Demi Vollering at the Tour de France Femmes, and whether or not she is exhausted from those efforts, or bolstered with new-found confidence from at last landing a major win,

Can Tour champ Niewadoma (l) prolong her purple patch? Wiebes's (r) sprint is strong



Faulkner (top) won the road race in Paris; it's Brown's (bottom) last ride for Australia

will determine if she's in the mix for the Worlds title.

Among those hoping for a quieter, less selective race are **Lorena Wiebes** and **Elisa Balsamo**, who would be among the favourites in a sprint, but there are plenty who will try to deny them — chief among them **Elise Chabbey**, who will want to give her home Swiss fans something to cheer about. At the Olympics, it was Great Britain who were the main aggressors, and with the likes of 2015 champion **Lizzie Deignan**, have a strong line-up even if would-be leader **Pfeiffer Georgi** loses her race to get fit in time.

PARA-CYCLING CONTENDERS

C5 Dame **Sarah Storey** came very close to being bested by **Heidi Gaugain** in the Paralympic road race in Paris but pulled off double Paralympian champion again, albeit by the slightest of margins. Gaugain, on the other hand, claimed silvers on the track

Can stellar Storey shine again?



and on the road, narrowly missing gold. For Storey to assert her dominance again so soon would be legendary, and she will have British C5 youngster and team-mate **Morgan Newberry** alongside her.

There's British women's tandemism

here. Unlike in the men's division, all Britain's women are entered, including double gold medallists and Paralympic road race and individual pursuit track champions **Sophie Unwin** piloted by **Jenny Holl**, **Lora Fachie** with pilot **Corrine Hall**, who claimed bronzes in the same event, and **Lizzi Jordan** piloted by **Dani Khan**, who are track kilo specialists and will spice up proceedings with their sprint finish. All will fight off Irish tandem **Katie-George Dunlevy** piloted by **Linda Kelly**.

We have pairs of British riders who can team up and do damage in the road race. C1 **Katie Toft** will join Paralympian **Fran Brown**, while C2 **Millie Cass** will join Paralympian **Daphne Schragar**. If they want secure places on the squad and at future Games, Toft, Cass and Newberry will have to show either superb domestique skills or outperform their team-mates.

Unwin (left) and Holl are chasing further glory





WORLD CHAMPIONSHIPS

TIME TRIALS

Individual TT, women – 29.9km

Sunday 22 September, 12:00

Individual TT, men – 46.1km

Sunday 22 September, 14:45

Mixed relay – 53.7km

Wednesday 25 September, 14:00

The first elite race at the Road World Championships is the women's time trial from Gossau to the middle of Zurich, a 29.9km route which is not one for the pure rouleurs, with its 327m of elevation gain. It is a course of two halves, with a hilly opening 15.5km before the second 14.4km of flat. Those who lose time on the first part will hope to speed along the second.

The route begins in Gossau, a small town to the southeast of Zurich, and takes in five minor climbs, or

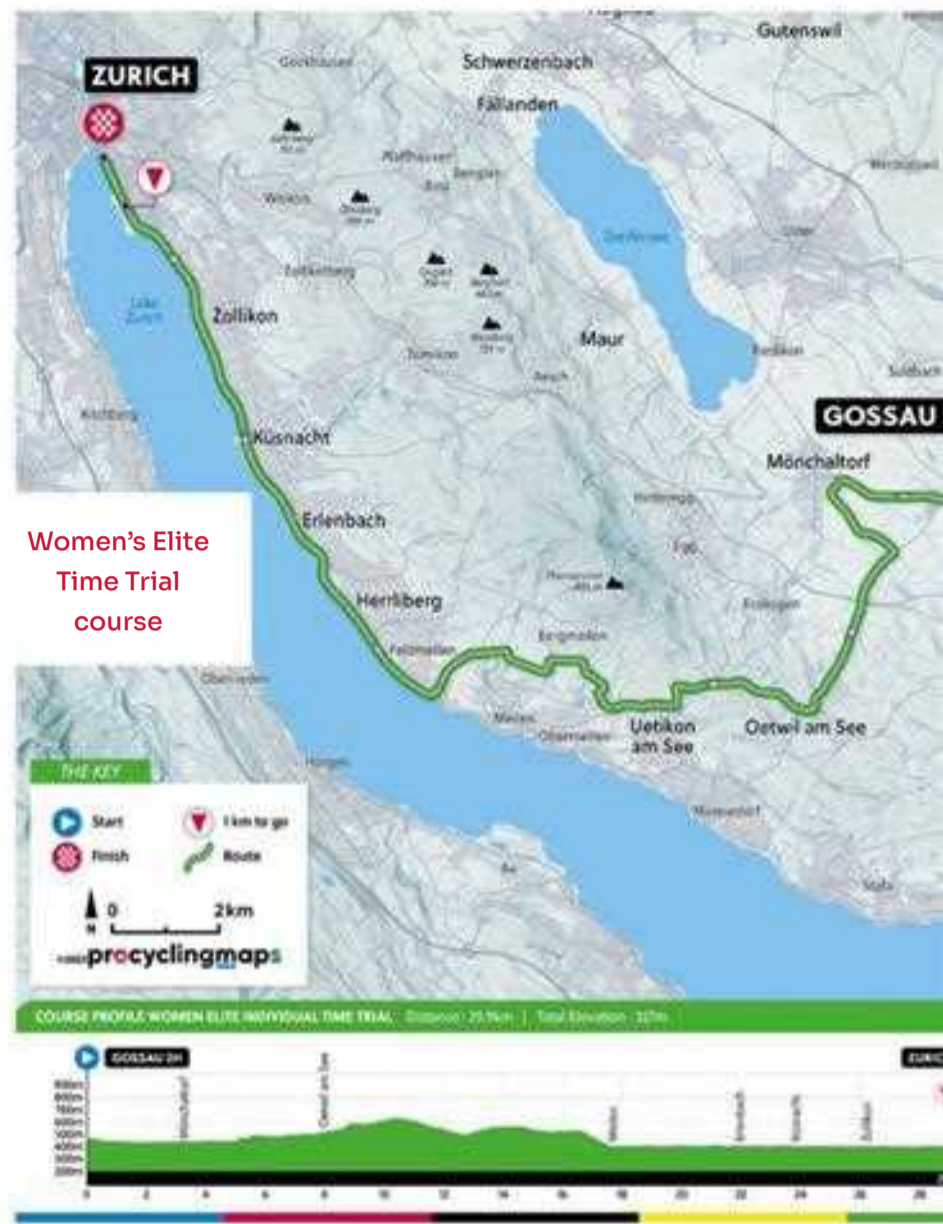
600m at 8.5%, at 10km into the TT. There are then three more smaller ramps, 400m at 6.7%, 200m at 7.1%, and 200m at 8.4% before the flat section. The race finishes in the Sechseläutenplatz in the middle of the host city. There are timing points at 10.4km, atop the biggest climb, and at 20.5km. It will be tackled on TT bikes, but is not a course for the purists.

Men's elite

Later that same day, the elite men ride a longer course, which begins and finishes in Zurich itself, starting in Oerlikon to the north of the city, close to the biggest airport in Switzerland. The TT begins on the open-air Oerlikon Velodrome, which held the World Championships in 1923, 1929, 1936, 1946, 1953, 1961, and 1983.

The route heads south towards where the women began in Gossau, before joining up on the same course from just outside the town.

At 46.1km it is over 16km longer than the elite women's



“IT WILL BE TACKLED ON TT BIKES BUT IT’S NOT FOR PURISTS”

bumps, as the route passes through the foothills of the Pfannenstiel, a wooded mountain, with views over Lake Zurich. Five-and-a-half kilometres in, there is 700m at 5.3%, before a climb of 2.4km at 4.9%, including



Team Time
Trial mixed
relay

route, but little extra climbing with the extra distance, with 413m of elevation gain. There is a timing point at 12.5km in, before the climbing starts, and then another at 26.6km in, after that 2.4km hill on the way towards Lake Zurich. The third timing point comes at 36.7km in, once the route becomes a largely flat fast run-in back to the centre of Zurich. Home fans will be rooting for Stefan Küng, but it is a course which will favour the defending champion Remco Evenpoel of Belgium, with the climbing and flat TT mix.

Mixed relay

Later in the week, the mixed relay TTT barely feels like a time trial, with its use of the same city circuit as the road race. In just 53.7km there is 948m of elevation, so it will be a hard job for the three riders of the team to stick together on the course. With the Zürichbergstrasse and the Wikikon tackled on each lap, it will be one for the climbers.

PARA-CYCLING COURSES

The para-cycling TT courses come in two different kinds: either a copy of the elite women's course from Gossau to Zurich, or an out-and-back route out of Zurich, along the lake, and then back. The women's B and C4-5 and the men's B and C4-5 tackle the 29.9km route that the elite women rode, with the significant amount of climbing involved. The next day, the other individual para events take place, with the women's C1-3

and H3-5, and the men's C1-3 and H1-5 heading south along the lake from the Sechseläutenplatz as far as Herrliberg. It's 18.8km with just 36m of climbing. The women's H1-2 and T1-2 and men's T1-2 is much the same, but turns sooner meaning 11.3km with 13m of elevation.

The mixed handbike team relay rides the Seefeld Circuit nine times, for a distance of 14.7km, which involves 41m of elevation.

Para-cycling TT schedule

Mixed handbike	21 September	17:15
Women B	22 September	10:00
Women C4-5	22 September	10:00
Men B	23 September	12:15
Men C4-5	23 September	14:45
Women C1-3	24 September	11:00
Women H3-5	24 September	11:00
Men C1-3	24 September	11:00
Women H1-2	24 September	16:00
Women T1-2	24 September	16:00
Men T1-2	24 September	16:00



FILIPPO GANNA, ITA

2024 TT wins: 2

The two-time world champion of 2020 and 2021 has since been supplanted by Remco Evenepoel as the best time triallist in the world, and had to settle for a silver medal behind him both at the Olympics this year and the Worlds last year. He'll be desperate to reclaim his title in Zurich. However, the undulating route is not ideal for the world Hour record holder's large, powerful physique which is more suited to steady but substantial watts.

JOSH TARLING, GBR

2024 TT wins: 2

Were it not for an unfortunate puncture, Josh Tarling would almost certainly have won an Olympic medal in the time trial. While the Welshman was left frustrated with a fourth-place finish, the performance proved he has stepped up as a rider after taking a surprise bronze at the Worlds last year. He followed that up with victory at the European Champs, and if he continues to improve he will soon be challenging Evenepoel and Ganna at the biggest events.



CHLOE DYGERT, USA

2024 TT wins: 0

A crash during the rainy time trial in Paris meant she had to settle for bronze at the Olympics in July. She went on to win gold in the team pursuit, but Chloé Dygert will want to put herself back on the TT top step as she turns her attention towards defending the World title she won in Glasgow last year. Unlike many of her rivals, the American is a specialist in the discipline, and will focus her preparation on this, before giving the road race a shot too.

GRACE BROWN, AUS

2024 TT wins: 3

There's a reasonable chance that we won't see the rainbow jersey worn in time trials next year. That's because Grace Brown retires at the end of the season, despite the fact she seems to be enjoying the form of her life. Winning Olympic gold by a whopping margin of one minute and 31 seconds means she'll line up as one of the major favourites in Zurich. Having won silver in both the last two years, an upgrade to gold would be the perfect way to bow out. That's if the 32-year-old can't be persuaded to carry on for one more year.

OTHERS TO WATCH

As reigning World and Olympic champion, **Remco Evenepoel** will be the man to beat in the men's time trial, but will he be able to crest another peak in form two months after his success in Paris? If not, then perhaps **Stefan**

Küng can make the most of the home advantage and crown a strong season with the World title. The 30-year-old won a stage at the Vuelta and claimed TT silver at the European champs.

Brandon McNulty's opening stage win at the Vuelta and fifth place at

the Olympics makes him an interesting dark horse, while his American compatriot **Magnus Sheffield** and home favourite **Stefan Bissegger** could also cause an upset if they manage to avoid crashing.

In the women's race, **Ellen van Dijk** will once again attempt to equal **Jeannie Longo's** record of four career World time trial titles, but she still hasn't quite looked at her best since returning from an ankle fracture in July.

Fresh off the back of winning at the European Championships, defending road champion **Lotte Kopecky** should be a factor on this sporting TT course.

A silver medal in Paris

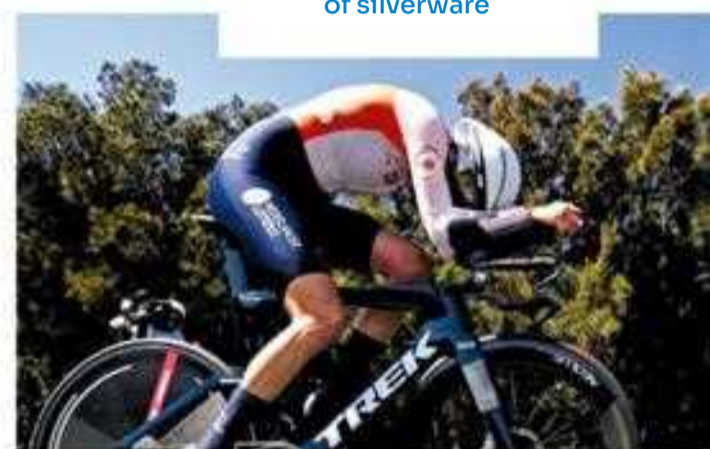
has outlined Britain's **Anna Henderson** as a favourite, having narrowly missed out on bronze in Glasgow last year, as does fourth place that day for **Juliette Labous**.



Remco Evenepoel (above) and Stefan Küng (left) are favourites



Anna Henderson will aim to add to her cache of silverware



PARA-CYCLING TT CONTENDERS

The TT isn't factored as it is in the Paralympics, so individual classifications can show their true strengths. What's more, TT was Britain's weakest area at the Paralympics so expect our 19-strong team to be under some pressure to medal up here.

Katie Toft will be going for gold in Zurich



Britain's road tandem pairing **Chris McDonald** and **Adam Duggleby** missed their Paralympic slot. They will take to the fore without the presence of Paralympic tandem **Steve Bate** and **Chris Latham** at these championships. The latter duo are shaping up to be endurance track specialists – they medalled on track but not on the road in Paris. McDonald and Duggleby will have to hold off two Dutch and two French tandems who took the top four places in Paris. Dutch gold medallists **Tristan Bagma** and **Patrick Bos** are the most dominant and are multi-gold Paralympic medallists on road and track. It would be quite a

statement if McDonald could improve on his World Cup TT bronze and bring down Bagma.

Among the women TT specialists, China are particularly strong in the C1 category but are absent at this champs, so **Katie Toft** will have a chance at gold. **Fran Brown**, who podiumed in the mixed event in Paris, outperforming favourite C2 **Schrager**, will likely challenge her for it. Schrager will be charging for her own C2 gold in the TT, a favourite event but Paralympic gold went to C2 **Maike Hausberger** of Germany, and this is **Flurina Rigling's** home turf, so she might come out on top.



WORLD CHAMPIONSHIPS

U23 & JUNIOR RACING

U23 men, TT: Monday 23 September, 14:45

Junior men, TT: Monday 23 September, 9:15

Junior women, TT: Tuesday 24 September, 8:30

Junior women, RR: Thursday 26 September, 10:00

Junior men, RR: Thursday 26 September, 14:15

U23 men, RR: Friday 27 September, 12:45

The men's junior time trial hugs Lake Zurich all the way down to Feldmeilen and back to Zurich, close to an Early

Bronze Age pile-dwelling site, not that the riders will be able to see that. On their 24.9km course there is just 40m of elevation. The

women's equivalent is much the same, but is 6.1km shorter, at 18.8km long, turning at Herrliberg, which means 36m of elevation. The under-23 men, meanwhile, ride the same course as the elite women, with 327m of elevation thanks to the foothills of the Pfannenstiel. It begins in Gossau, with 29.9km to be tackled before finishing in the centre of Zurich.

The women's junior road race is a miniature version of the women's elite race, with one lap of the Greifensee from Uster leading into one lap of the city circuit, with its climbs of the Zürichbergstrasse and the Wikiton. It will mean 73.6km with 972m of elevation across

the race. The men's race is the same route, just with more laps of the city circuit - three instead of one - meaning 127.2km with 1,913m of climbing. The under-23 men do exactly the same but with one more lap, bringing the distance to 173.6km and the climbing to 2,483m, so it becomes even more of a course for climbers rather than puncheurs. The under-23 women's races, TT and RR, occur at the same time as the elite versions.

“IT BECOMES A COURSE FOR THE CLIMBERS RATHER THAN THE PUNCHEURS”





JOSEPH BLACKMORE GBr, 21

This year's star of under-23 race scene has been Britain's Joe Blackmore, who last month added the overall win at the Tour de l'Avenir to the U23 Liège-Bastogne-Liège classic he won in the spring. His results saw him move from the Israel-Premier Tech development team to the WorldTour squad mid-season. His results at senior level this year suggest he's probably already outgrown this level, but as a marked man, any result will be hard-fought.



ALBERT WITHEN PHILIPSEN, DEN, 18

There's been a great deal of hype around Albert Philipsen since last year, when at the age of just 16, he became the youngest ever winner of the junior road race world title. To add to his junior world title in mountain biking. The results prompted a scramble for his signature, won by Lidl-Trek, who have secured his services through to 2028. Having turned 18 at the start of September, he remains eligible to defend his junior title on the road.



KIM CADZOW, NZI, 22

Once again the women's U23 race will take place within the senior race, meaning the title of world champion will be assigned to whichever rider of that age category finishes highest. As one of the most exciting talents of the 2024 season, Kim Cadzow is one to watch. Her ability as a one-day racer was demonstrated in her sixth-place finish at Liège-Bastogne-Liège in April, while eighth at the Tour de Suisse proves she can climb too.



CAT FERGUSON, GBr, 18

Ferguson's 2024 palmarès has shades of Remco Evenepoel's last year as a junior. Every single race has a one, two or three listed against it. Be it a one-day event, stages in stage races, general classifications or points and mountains classifications. She has recently added junior track world titles to her name too, and made her WorldTour debut for Movistar just last week. Ferguson is the most exciting young rider to come out of the UK in years but like in Glasgow last year, will be heavily marked.

Five things you need to know about...

CAMPAGNOLO SUPER RECORD S

Price: £3,526

Weight 2,668g claimed
Cranksets are offered in six configurations: 45/29, 48/32, 50/34, 52/36, 53/39, 54/39
There are three combination choices for the cassettes: 10-27t, 10-29t, 11-32t

Campy introduces a mildly less expensive version of its Super Record groupset

1 A new look Immediately obvious to the naked eye, is the new matt black finish. It remains in line with 'traditional Campagnolo aesthetics', while offering consumers a slightly more understated look than the gloss black Super Record Wireless. We think the cranks in particular are a real head-turner.

(45x29, 48x32, 50x34, 52x36, 53x39, 54x39) where previously only the first three chainsets were offered. These options are coupled with three different cassette ranges, a narrower range 10-27t, 10-29t, and an easier 11-32t option.

So, there's now a wider range of gears available for consumers to choose from at both ends of the spectrum,

with an emphasis on higher gearing ratios.

4 A lower price Campagnolo Super Record S Wireless is hitting the shelves at nearly £1,000 cheaper than its big non 'S' brother, but that doesn't exactly make it cheap – a full groupset, without a power meter, retails for £3,526.

Though Campagnolo hasn't officially badged this up as a second-tier groupset, which we would expect to be called 'Record Wireless', it does fit that bill pretty well. Slightly cheaper materials but the same claimed performance puts Super Record S Wireless firmly in the same category as Shimano's much lower-cost Ultegra Di2, which at £2,399, looks to provide far better value for money.

2 Matching Wheels Alongside the groupset, Campagnolo has announced the release of two special-edition wheelsets to match the silky, dark palette of Super Record S wireless. Campagnolo is offering both its range-topping Bora Ultra WTO and second-tier Bora WTO wheelsets in a matt finish, with subdued branding to match. The wheels feature their own special-edition hubs too, complete with satin-stripped flashes.

3 New gearing options Campagnolo has updated Super Record S Wireless to feature a whole host of new gearing options. Customers will now be able to choose from six different chainset options,



Super Record brakes are superb, so we're hoping that this feature hasn't been undermined with the less expensive S

New chainring options are available, including 52 x 36, 53 x 39 and 54 x 39



Bora WTO and Bora Ultra WTO wheelsets get a new stealth finish to match



We say

Super Record S doesn't quite feel like it carries the same weight as a full groupset release, which begs the question - who is this new release for?

Most groupsets get sold to bike brands rather than consumers and Campagnolo's are consistently more expensive than a SRAM or Shimano equivalent, making them a tough sell. This might be a bid to align Campagnolo-specified bikes with the competition.

Joe Baker, Tech writer

5 Added weight That £1,000 saving has to come from somewhere and the search for cheaper materials inevitably leads to a product with a small weight penalty. Thanks to a new, no-longer-hollow crankset, and the more 'sparing' use of 'extreme' (ie. expensive) materials, Super Record S tips the scales at 150g more than the range-topping Super Record Wireless. This puts the new groupset at a claimed weight of 2,668g, which pretty much perfectly splits the difference between Dura-Ace and Ultegra.

Words: Joe Baker

LATEST KIT VAN RYSEL RCR MIPS HELMET £79.99



The RCR is a pro-level helmet that limits the damage to your wallet

The 2024 RCR range from Van Rysel has been the subject of immense media interest due its remarkably low prices. The RCR MIPS Helmet is no exception. For just £79.99, you can get the same helmet that Ben O'Connor wore in red at the Vuelta a España, hugely undercutting the big-name rivals.

The RCR is a good-looking helmet that satisfies safety standards and weighs next to nothing. Aesthetics-wise, it is similar to the Kask Protone.

A robust internal framework, which Van Rysel calls a 'roll-cage', sits around the vented portions of the helmet. It is there to absorb impacts and balance airflow with safety requirements. At 249 grams, the RCR competes directly with the big guns - that's a similar weight to the Specialized S works Prevail 3, for example. There's a non-MIPS version too, for £59.99.

Having got hold of the RCR, we are looking forward to putting some more miles into the helmet, so stay tuned for our full review!

[decathlon.co.uk](https://www.decathlon.co.uk)

RIDDEN AND REVIEWED

BMC TEAMMACHINE

R 01 £13,499

An all-out, premium aero race bike that prioritises speed over comfort

BMC's pleasingly simple range of road bikes lists just the Teammachine under 'racing'. The Roadmachine is listed as endurance. The Teammachine range is then split into three groups, the R 01, SLR 01, and the SLR, each available with different builds and specs.

BMC describes the R 01 as 'the most complete race bike we've ever made' and there is no doubt this Teammachine, with its genealogy stretching back to 2002, is designed purely for racing. Every part of the bike has been streamlined and the attention to detail throughout is impressive.

CONSTRUCTION

While a considerable amount of effort, experience, and knowledge went into building this frame - BMC designs, builds, and tests all its prototype frames in its Grenchen HQ in Switzerland - it was the out-front head unit mount that first caught my attention.

A top-of-the-range carbon frame from a well-established manufacturer is always going to impress - plus you know it's backed by a warranty and customer service - so what gets my goat is when a customer who parts with £10k or more then has to spend £30 on a computer mount. This BMC is the first bike I've tested that comes with one. Top marks.

You may think that's petty, but what this little addition nods to is the attention to detail lavished on this bike. The BMC Aerocore bottle cage on the down tube is another case in point. It sits

flush to the tube and keeps the bottle out of the wind. Less aero, but just as pleasing, is the rubber cover for the stem clamp-bolts, which itself is plugged into the clamp so it won't fall out.

Pleasing details can be found around the frame as well. It comes with the well-used, wind-cheating features of an hourglass head tube, dropped seatstays and truncated seatpin. The stand-out ▶

Verdict



If you're looking for a race bike that will allow you to get into an aerodynamic position, the Teammachine is a great option. Every inch of it is built for speed, from the flared aero handlebar to the down tube that curves into the proprietary bottle cages. Only the rear mech could be accused of ruining the bike's almost perfect aerodynamic form. What this bike isn't designed for, however, is long days in the saddle, or rough roads.

If you're into road bike TTs, or have the luxury of regularly riding on smooth tarmac, this bike can justifiably take a place near the top of your shopping list. BMC's attention to detail and engineering reliability won't disappoint.





WEIGHT 7.17 KG
COMPLETE BIKE



One thing I'm certain of is that BMC's designers did not test or develop this bike on the rough roads that make up my regular loops around Surrey and Kent. Not even 26mm tyres at 80psi were enough to save my back from the

inevitable aches that crept up on me over longer rides. Having said that, it was absolutely perfect for my club's evening time trials. I only wish I'd had a few more of those to ride during my time on the Teammachine.

Power meter
All the bells and whistles as the bike comes with a Quark power meter as part of the chainset. This paired seamlessly with my GPS smart watch on every ride

Thru-axles
Thru-axle heads have rubber rings inside to grip the 6mm hex key in place so you know when it's fully inserted and don't have to worry about it slipping out under force

design feature, however, is the Halo fork. While the Specialized Tarmac has gone back to a tight, slimline design, BMC has gone wider than ever, with the widest point measuring 125.5mm. There's a minimum 9mm of clearance around the 26mm Pirelli tyres and even more on either side of the rims, all to allow better airflow.

Other elements resemble TT frames, like the Mariana bottom bracket – so called because it's BMC's deepest ever – and the rear of the seat tube that follows the curve of the rear wheel. The geometry is what you'd expect on a race bike, with a stack on this 54cm frame of 548mm, and reach of 386mm. For comparison, a Specialized Tarmac is listed with a 544mm stack and 384mm reach, while a Pinarello Dogma comes with a 551mm stack and 385mm reach. All are within millimetres of each other.

THE BUILD

The R 01 comes with a wireless SRAM Red AXS 12-speed groupset (disc brake rotors are 160mm), a Quarq power meter on the 34/48t chainset and 10-28t

Frame: Premium carbon
Fork: Premium carbon
Groupset: SRAM Red AXS 12 spd, 35/48t, 10/28t inc. Quarq power meter
Stem / handlebars: ICS one-piece
Seatpost: Premium carbon
Saddle: Fizik Argo Vento
Wheels: DT Swiss ARC 1100 Dicut (62mm)
Tyres: Pirelli Zero Race TLR SL

cassette. The deep-section wheels are from DT Swiss. These ARC 1100 dicuts come with 24 bladed spokes with two-cross lacing along with ceramic, sealed bearings. Internal rim width measured 20mm, which meant our 26mm Pirelli Zeros measured 27mm when blown up to 80psi.

Unsurprisingly, BMC build the Teammachine with its own finishing kit of seatpost and ICS integrated bar and stem. The bar measures 38cm at the

hoods and flares out to 42cm at the drops. The shape means the brake hoods slope gently inwards which sees you naturally drop your forearms down and rest them on the top of the bars. On long, straight roads, I did this on autopilot, and the position became quite comfortable the more I got used to it. On the hoods, the width takes a little getting used to, but as soon as you become accustomed, handling is nimble and predictable, instilling confidence on descents.

THE RIDE

There's no getting away from it, this bike is not built for rough roads. That's not a criticism, it's a fact. It's just not designed with the narrow, country lanes that I ride in mind.

While I wouldn't call myself a hardened rider, I have become accustomed to these roads and how test bikes feel on them. It's my new normal, sadly. I was therefore taken aback on one ride when I hit a short patch of perfectly laid tarmac. For around seven seconds on a gentle



Pros

- Attention to detail throughout
- Out-front GPS mount included
- Pure racing pedigree

Cons

- Comfort not its focus
- Yet another very expensive bike

descent I was suddenly floating – I couldn't even feel the bike beneath me. It was in this brief but glorious moment that I realised what this bike was built for. Perfectly laid, perfectly maintained Swiss roads.

Get this bike on to those and it will simply purr along beneath you, making it feel like you're riding on a thin layer of air. If the roads around me were all like this I wouldn't hesitate to recommend the Teammachine for longer rides. Alas, this brief glimpse of riding Nirvana was over all too quickly.

Most of my rides are around one to two hours, and over this duration, the bike is great fun to ride and comfort is not an issue. It's fast and responsive, and would be even more responsive if it came with 170mm cranks. The 172.5mm cranks it came with contributed to a very slight lack of acceleration.

It's almost impossible to ride on the hoods and *not* get in a low, streamlined tuck position. Unsurprisingly, then, this

bike came into its own in time trials. After all, the frame resembles a TT bike almost as much as it does a road bike. So this is a race bike, designed for those who want to ride hard – if long days out on the bike are more your thing, you'd be better served looking elsewhere. But if you're looking for a bike to carry you to victory in a few local races, and you can afford the eye-watering price tag, look no further.



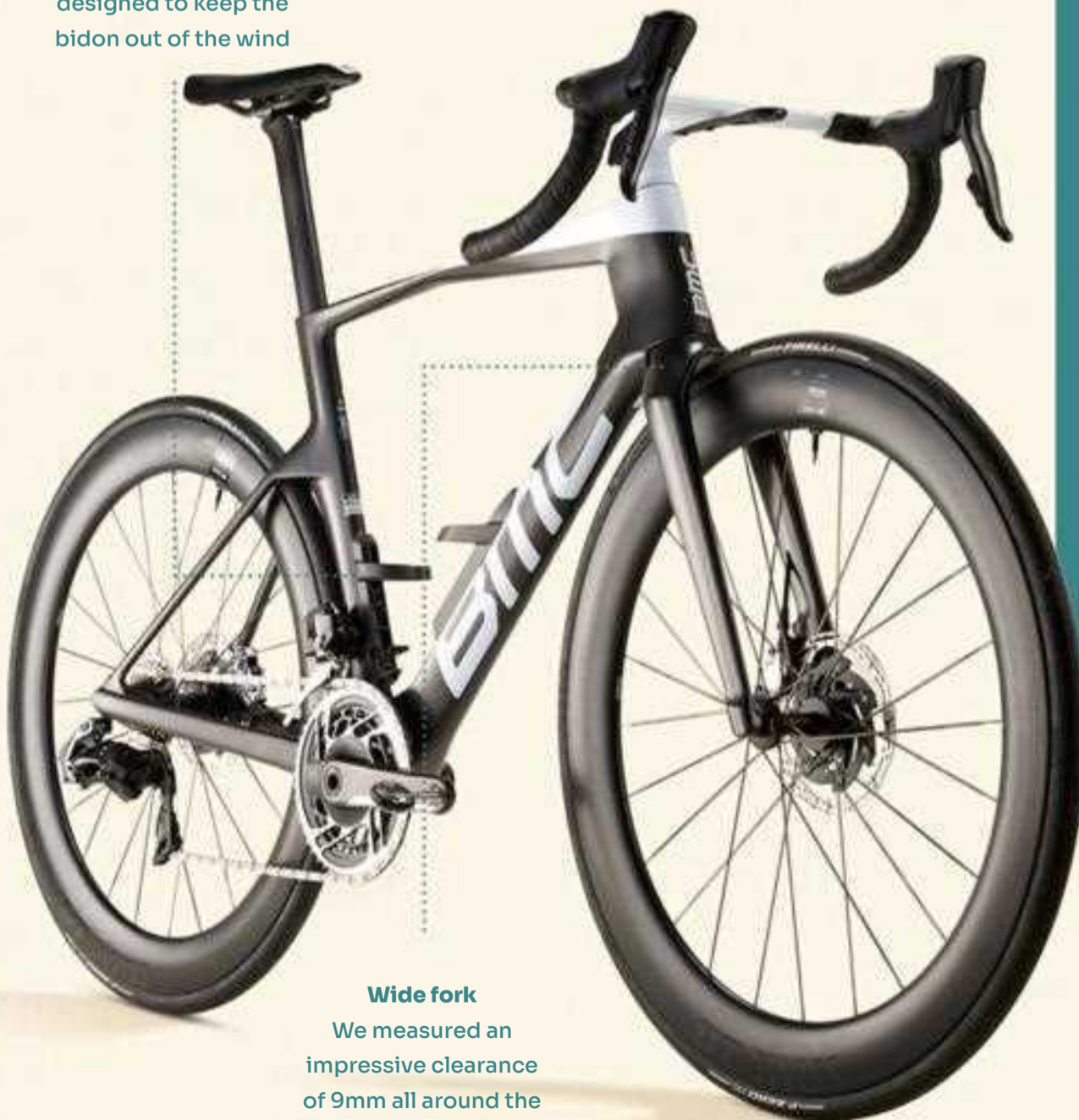
Alternative

● BMC Teammachine SLR Two £4,950

Teammachine SLR is the Swiss company's entry-level range, with the £4,950 SLR Two coming with Ultegra Di2 and BMC's own XRD, 25mm wheels. You don't get the aerocore bottle cages, but the down tube is shaped to fit them, while some cabling is exposed below the handlebars. Elsewhere, the frame features some of the nice touches found on the R 01, including the truncated seatpost and the Stealth thru-axles.

Aero bottle cages

Both cages are designed to keep the bidon out of the wind



Wide fork

We measured an impressive clearance of 9mm all around the front tyre

FAVERO ASSIOMA PRO MX-2 POWER PEDALS £489

Double-sided SPD power pedals with loads of data metrics for use on your gravel bike

Favero's Assioma PRO MX-2 pedals have been developed for cyclists requiring accurate power data to inform their off-road rides, using a solution that can be swapped across multiple bikes. While the 'PRO' in the nomenclature identifies the structure of the power spindle and internals, the 'MX' indicates the disciplines Favero expect them to be used for – MTB, CX and, of course gravel, where our review pair spent their time.

Other than a couple of flat, knurled sections at either end of the body, these pedals look much the same as regular Shimano SPD pedals. The aluminium mechanism includes tension-release adjustment screws.

According to Favero, this is the first pedal where all the electronics, including the rechargeable battery, are housed in the spindle, protecting them from knocks, water and dust ingress. This also minimises the likelihood of dropouts. With the electrical components separated from the two bearings, maintenance and servicing is relatively easy, while stack height is only marginally greater than that of a standard pedal.

How they work

Just like other power pedals on the market, rider torque is measured hundreds of times a second, but the difference comes in the way angular velocity is measured. Favero claims their competitors' products estimate this factor, which fails to account for the variability in the pedal stroke. The Favero's Angular Velocity-based Power Calculation – IAV for short – measures

angular velocity throughout the pedal stroke, thus increasing accuracy.

Connectivity is via Bluetooth and ANT+, and charging is simple too. My first 20 hours of use used about a third of the battery, which corresponds with the claimed 60-hour life.

Fitting and setting up the Assiomas is easy. You will need a 15mm spanner, and if you want accurate power readings you'll need a torque wrench to tighten them to the required 35Nm.

Once they're on, simply download and open the Favero Assioma app and



Verdict



If you are looking for power measurement on your off-road bike, you can do far worse than choose these Favero Assiomas. Far cheaper than all their rivals, they provide a wealth of information, are lighter and at least as accurate. Not only that but you're unlikely to need to even move your saddle after fitting them! What's not to like?

Stack height: 11.2 mm

Waterproofness: IP67

Power: 3000 watt max

Cadence: 10–250rpm

Accuracy: ± 1%

Connectivity: ANT+ and Bluetooth

Claimed weight per pedal with sensor: 191.4 g

Pros

- **Competitively priced**
- **Double-sided**
- **Light**
- **Similar stack height to regular SPD pedals**

Cons

- **Can't convert to road pedals**

follow the instructions. Favero claims you only need to calibrate them when first installed or moved to another bike.

Key features

Spin the cranks, and a red activation light blinks where the spindle pokes out of the inside of the crank. For me, connection to both the Favero app and my Garmin Edge 530 was instant.

Favero claims a power figure that is accurate with itself to within +/- 1%. I tested the Assiomas against a wheel-off indoor trainer, and while the finite power showed discrepancies between the two devices, which increased with higher outputs, those discrepancies were consistent.

While not a direct comparison, the Assiomas' power readings are very similar to those recorded on a SRAM Red Quarq power meter I used over the winter. Both highlighted an identical, and rather alarming, imbalance in my left-right power outputs.

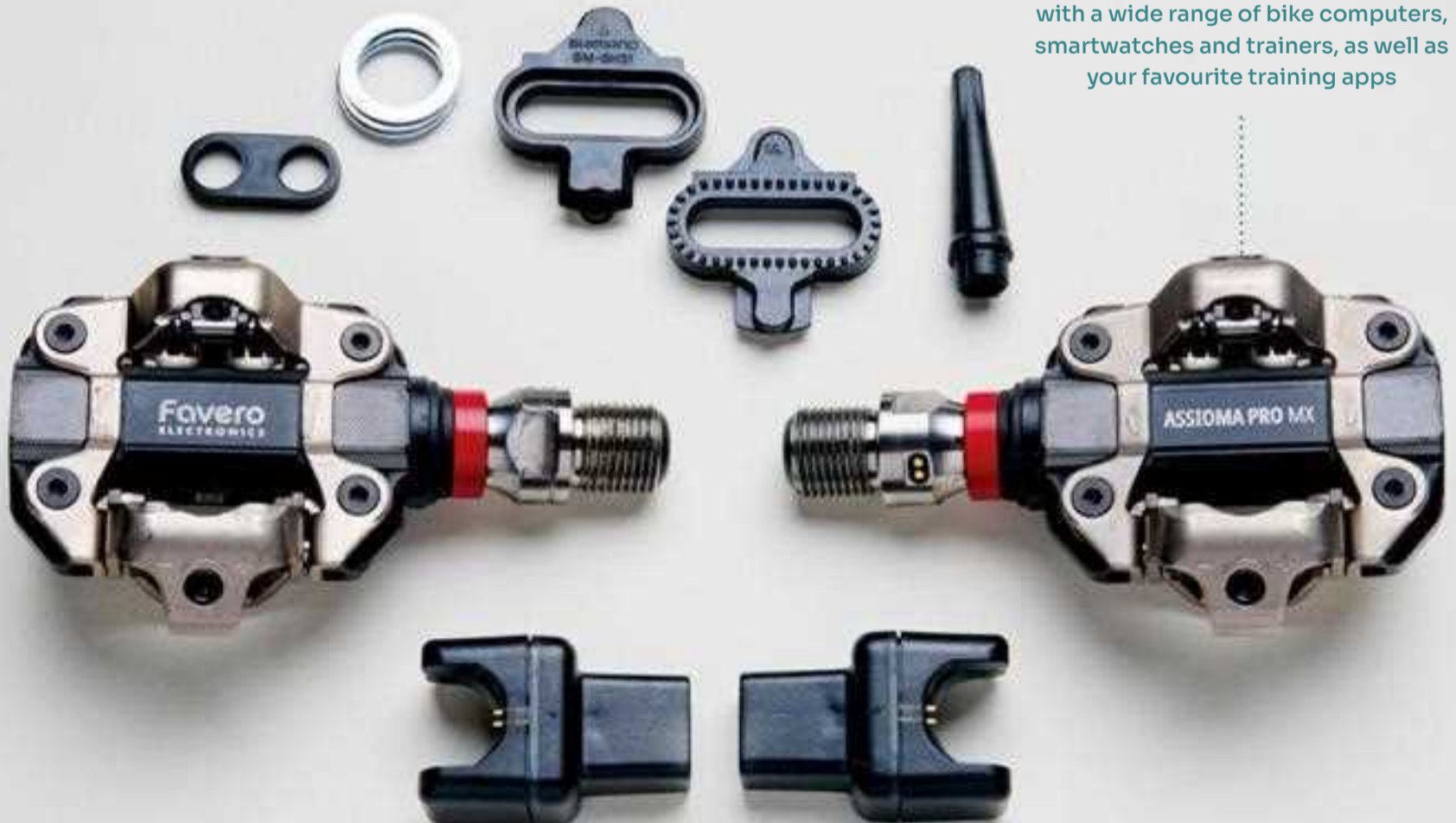
The Power Centre Offset (PCO) metric allows you to see how far from the centre of the pedal your power is exerted – useful when tweaking cleat positioning. The power phase shows where in the pedal stroke you are putting power through the pedals, and you can also see the amount of time spent in and out of the saddle.



Favero has housed all the electronics inside the spindle to better protect them against the rigours of gravel riding



Despite the additional technology inside, the Favero Assioma PRO MX-2 pedals weigh little more than many conventional SPD equivalents



Featuring both Bluetooth and ANT+ channels, the pedals are compatible with a wide range of bike computers, smartwatches and trainers, as well as your favourite training apps



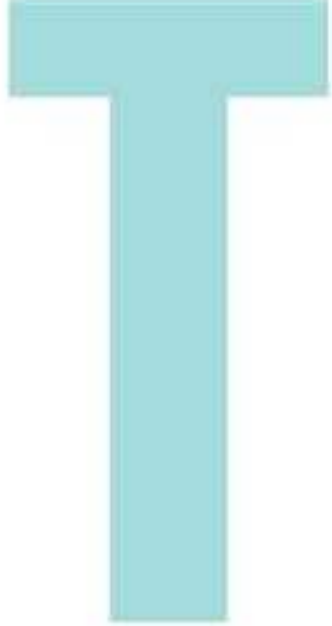
The



question

**Planks, sit-ups and crunches
might give you a six-pack, but will
they make you a faster bike rider?**

Hannah Reynolds investigates



he phrase core training is ubiquitous across the fitness industry, tripping off the tongue all too easily as the solution to almost every problem. Lower back hurts

on a ride: ‘Have you done your core training?’ Struggling to push higher peak power: ‘Have you done your core training?’ Whether you’re not aero enough in your time trial position, your neck aches on long rides, your knee twinges or you get saddle sores, at some point someone will tell you the problem lies with your core.

Before we assess whether they’re right or wrong, let’s define our terms: what is your core and what is core training? Physiotherapist and bike-fit expert Phil Burt, author of *Bike Fit and Strength and Conditioning for Cyclists*, has worked with many of Britain’s top professionals as well as countless amateur racers. “Core isn’t something you will find in any anatomy book,” Burt begins. “What is core? I still haven’t heard a definitive answer.” Put on the spot, most people define ‘core training’ as exercises related to the trunk area, principally the abdominals.

Burt argues that, counter to this vagueness, it is specificity that matters for cyclists. “Our hands have to hold the handlebars and feet have to touch the pedals,” he says, implying that, as long as your core is strong enough to hold your position, any greater

strength may be unnecessary. Core means different things in different sports – a shot putter’s core needs to be able to engage with rotational forces, a cyclist’s core is required to stabilise the upper body. Burt calls into question whether an athlete needs balance, proprioception and ‘core’ beyond the demands of their sport.

He jokingly points out that ability on the bike does not transfer to combat skills. “Have you ever watched a professional race and seen two cyclists fighting at a finish line? It is hilarious – they fall over when they get

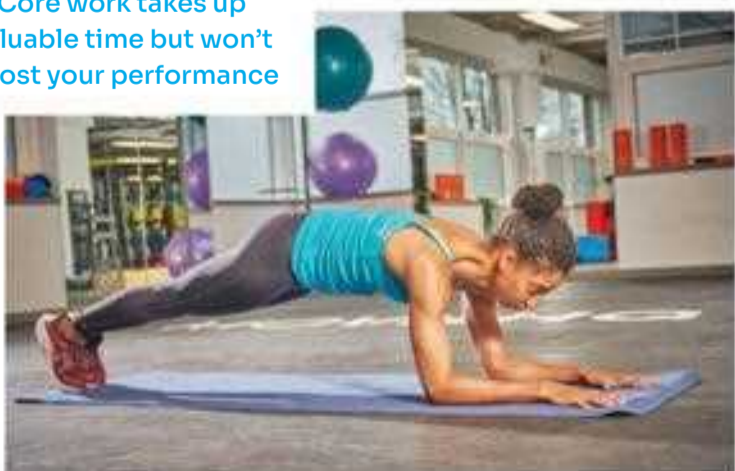
“IF YOUR GOAL IS TO INCREASE YOUR POWER OUTPUT, CORE TRAINING IS NEXT TO USELESS”

off their bikes!” The skill and *souplesse* demonstrated in the saddle seldom translates to other sports, raising a doubt over whether having a super-strong core is indispensable for cyclists. “I’d love to know where the core trend originally came from,” adds Burt. “It makes intuitive sense, which is why so many people buy into it, but it needs to be picked apart.”

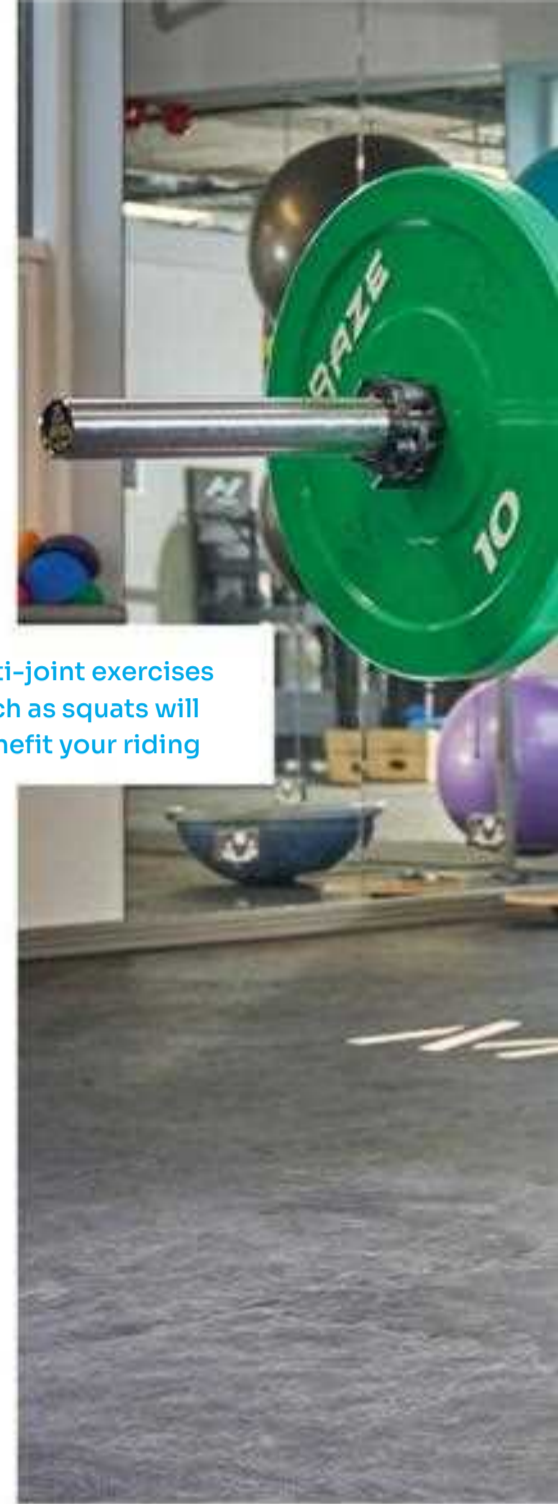
Strength beats core

Picking apart the benefits of core training is something sport scientist and professional cycle coach Sebastian Sitko feels strongly about. A lecturer at the University of Zaragoza in Spain, Sitko holds a PhD in sport science and as a coach has worked with over 200 professional

Core work takes up valuable time but won’t boost your performance



Multi-joint exercises such as squats will benefit your riding



and amateur athletes. “The world of cycling is often built on dogmas and assumptions, many of which lack objective evidence,” he says. “For instance, it is widely accepted that spending hours in a plank position will somehow improve our performance on a bicycle.” Sitko’s latest research, published this year with colleagues from the National Institute for Physical Education of Catalonia at the Universitat de Lleida, was the first to examine the difference between strength training and core exercises in their effect on road cycling power output.

Thirty-six trained road cyclists were divided into three groups of 12 participants. Each group performed either no strength training, conventional strength training, or core exercises for 12 weeks while all doing the same cycling training. Peak power outputs were recorded across



A STERN WORD ON STRENGTH

Fifty-five-year-old road racer, time triallist and coach Ric Stern (cyclecoach.com) avoided strength training for nearly 30 years, until a series of crashes prompted him to change his ways.

“I hated the gym at first, as I felt so uncoordinated. Despite racing at a decent level and having been an elite athlete, I felt like a buffoon, stumbling around and unable to balance. Once I got through that, I started loving it. The more I improved, the keener I was to strength train, and with consistency I started to see the results. I felt stronger on the bike and my sprint power went up massively.”

As a coach, Stern recommends only evidence-based training. “When you only have eight or nine hours of training availability a week, every minute matters. Squats activate your core so there is more total benefit from a strength session. For those who are not very experienced at cycling or have a lot of fitness to develop, I suggest strength training only in the winter, but for other riders it is a year-round part of their programme, with two 45-minute sessions per week.”

different durations (five seconds, 60 seconds, five minutes, and 20 minutes) before and after the intervention. The strength training group performed a half squat, leg press with one leg at a time, one-legged hip flexion (quad extension), and ankle plantar flexion (calf raises) twice weekly. They were supervised to ensure that the exercises were done correctly and allowed to increase the load after four and eight weeks of training. The core exercises were a glute bridge, abdominal plank, and prone back extension.

The outcome from the study was that conventional strength training was superior to core training (and no training) for the improvement of power across all durations tested. Five-second power improved by an average 1.25W/kg among the strength-trained group compared to just 0.47W/kg among the core group. The advantage of strength over core

was consistent across all power durations. Except in the five-second test, core training proved little better than doing nothing. The benefits of strength training to cyclists are well established, so the study's results were no surprise to the researchers. However, the negligible effect on power output from core exercises called into question whether this type of training is really of benefit to road cyclists. The researchers conceded that not all of the hypothetical benefits of core training were tested – for example, increases in joint range or joint stability – but if your goal is to increase your power output, core training proved next to useless in this study.

Does this mean that core training has had its day? “Pro teams are generally only paying lip service to core now, because they don't see the performance benefit,” says Burt, recalling when core was a buzzword. “Bradley Wiggins was assessed at a pre-season camp and given 26 different core exercises to do. He came to see me saying, ‘I've done all my exercises but now there is no time left to ride my bike’.”

In a comment that echoes Burt's anecdote about Wiggins doing so

► much core training he had no time to ride, Sitko and his fellow researchers noted in their paper that “most cyclists have limited time to train and need to limit cycling time in order to incorporate some kind of strength training into their routine.” They concluded that “cyclists would make better use of their time by performing conventional strength exercises rather than core training”. Sitko told us: “I believe the results are clear-cut: three groups with a reasonable sample size demonstrated that not only is conventional strength training superior to core, but core training is equivalent to doing nothing.”

Today's pro teams are moving away from core work



Make your time count

Still a core believer? Burt suggests a shift in perspective: “Ask yourself why you want to improve your core – do you have any specific pain or weaknesses? Test your core while you ride, can you reach your bottle, take off your rain jacket, ride no-handed?” If you can do those skills, your core as far as cycling is concerned is probably adequate. So why do so many people still recommend core work? Sitko has a forceful answer: “Those who advocate for, and profit from, core training will undoubtedly highlight its rehabilitative and injury-preventive aspects. However, my question takes the

opposite perspective, focusing on the concept of opportunity cost: if there is abundant and conclusive evidence supporting the use of conventional strength training for injury prevention and rehabilitation, why should we spend our time on an alternative that, as far as I am aware, lacks any scientific evidence for this purpose?”

If you are investing time in any form of training that reduces the amount of time you can spend cycling, the exercise needs to be effective. In this regard, the evidence for the benefits of core training is insubstantial. “I have many more questions for the proponents of core training,” continues Sitko. “How do they quantify core strength? In what units? Have they ever attempted to assess the musculature of the abdominal girdle and what happens to it during a plank, a deep squat, and a deadlift? These are critical considerations that, to my knowledge, have not been thoroughly explored or scientifically measured.” With training time a precious commodity, there are choices to be made about how time is divided. Sitko is clear that the evidence for core training does not justify the time it takes. “If you cannot evaluate or measure something, how can you claim that you are improving it?”

Join the resistance

Core training may be wasting your riding time, then, but is it worth turning a core habit into a broader-based strength training habit instead? Strength training and core training

CORE OUT, STRENGTH IN 4 EXERCISES THAT DO WORK FOR CYCLISTS

Three sets of six repetitions with the heaviest weight you can safely use allowing for three-minute rests between sets. Perform these exercises twice weekly. Before starting this routine, we strongly recommend that you work with an expert to ensure that you are using correct technique and can lift the weight with good form.



are slightly different in both their end goal and execution. Strength training uses resistance and movement to induce a muscular contraction and because of the movement involved, strength training usually includes one or more joints. Many core exercises are static, creating an isometric muscle contraction where the purpose is holding or stabilising a position. “Off-bike strength training will make you a better cyclist – that is not in dispute,” says Burt, “but isolated core exercises like static planks have minimal impact – core training needs to be part of a larger package.”

One of the advantages of strength training is that, if done correctly, it strengthens the core while boosting power output at the same time. “I’d recommend large global weight training over static core exercises every time,” says Burt, “and if you can make it cycling-specific, even better.” In addition to strength training, riding on rollers is, Burt believes, one of the best ways for cyclists to improve their balance and proprioception, working the core in a cycling-specific manner.

The term ‘global’ used by strength and conditioning coaches means strength training moves that involve more than one joint and engage large

Cycling requires core strength but not dedicated core training



multiple muscle groups. Cycling specificity comes in where the movements follow similar patterns to pedalling, which is why split and single-leg squats are favoured over the standard squat. “A Bulgarian split squat helps with movement, coordination and strength,” adds Burt. “It even stretches muscles that cycling can make tight. Another example is a deadlift, which also nails multiple muscle groups and movements.” One area often neglected by cyclists,

says Burt, is the glutes. “If you can make your glutes stronger, that will have a huge impact on your cycling,” he insists. As the research from Sitko et al showed, squat-type strength exercises are the best bet for this.

There are further benefits to strength training that are not cycling-specific. Using weights for resistance can help improve bone density and joint health, and adding muscle can increase resting metabolic rate. If you’re searching for a six-pack, strength training can do that too – a squat, for example, activates the muscles of the rectus abdominus and external obliques better than do isometric core exercises.

Burt concludes: “Generic off-the-shelf core exercises are very unlikely to improve your cycling.” Before you launch into strength work instead, the objective needs to be clear. “Some self-reflection or professional assessment that optimises the exercises and focuses on your own specific strengths and weaknesses is essential, so you don’t waste your time doing exercises you don’t need”.

● **Hannah Reynolds** is a writer, cycle guide, PhD student and parent – she’s far too busy for unproven core work.



Ankle plantar flexion (calf raises)

WATT WORKS FOR ME

DAN MCLAY

The British Arkéa rider on shifting from sprinter to leadout man

British pro Dan McLay has enjoyed the kind of consistent, solid career most neo-pros only dream of achieving when they take their first steps into the professional bubble. He has won 10 pro races and has competed in four Tours de France, including this year's.

The 32-year-old is rarely a protected sprinter these days, instead acting as one of Arkéa-B&B Hotels' main leadout riders. He has ridden for Arkéa for almost his entire top-level career, save for two years at EF Education First.

Born in Wellington, New Zealand, McLay grew up in Leicester after his family relocated, and he now resides just outside of the Estonian capital of Tallinn, the home country of his partner.

What's the key to longevity?

For an amateur I don't think there's a specific key, but as a pro it's finding a niche, because if you're just generally good but don't specialise, you don't



tend to last long. It was easy for me, having been a sprinter, to become a leadout man in the last few years, as all it's required is moving the finish line in my head by a few hundred metres – and I feel like I'm improving all the time.

How have you improved?

By focusing less on outright speed and getting more diesel into my body, tolerating more and more load and also keeping my weight stable. The trend in the sport is of young guys dominating,

but there's no reason why you should deteriorate in performance as you get older. It's a sport of perseverance, and for me training that diesel engine has been crucial.

How do you navigate a messy sprint?

I'll watch my victory at GP de Denain [in 2016 when he came from deep to win spectacularly] whenever someone tags me in it. There is some instinct in going through gaps, but you also need a bit of luck as well. An important thing in a sprint is not getting caught up on numbers. Because of the fatigue, our peak power is typically well below the maximum we're capable of.

Is Estonia a good place to train?

It's pretty flat, there's not too much traffic, so you press the lap button wherever you are and just go. For intervals, it's excellent. There is always a bit of wind, and it's not exactly boiling hot, but I have lots of training camps in Spain.



Profile

- **Dan McLay**
- Age:** 32
- Height:** 5ft 9in
- Raised:** Leicester
- Lives:** Tallinn, Estonia
- Rides for:** Arkéa-B&B Hotels
- Best results:** 1st – Tour de l'Eurométropole (2017); 1st – GP de Denain (2016); 1st – Trofeo Palma (2017)

QUICK-FIRE ROUND

Favourite place to ride? Girona, but altitude camps are best in Colombia.

Favourite race? It's a dream to win Milan-San Remo

Favourite rest day activity? Going to the beach with my kid and partner.

Favourite cafe stop treat? Cinnamon bun.

Favourite sport or hobby other than cycling? Building the never-ending fire pit in the garden.

Favourite quality in a training partner? They know when to stop talking.

Dan's quick tips

- Don't stress your weaknesses. For me, going uphill has always been a struggle, but if I do too much of it, I get too tired.
- Go for three-hour rides in the countryside with no plan other than enjoyment.
- It takes time to adapt to the extra carbs during races. The amount we need has gone up a lot. Don't force it if you can't digest it.





Cunningham won on Cragg Vale at the Yorkshire RC event

Words: Snowdon Sports Photos: Andy Jones

UK SCENE

WYNNE-CATTANACH CLAIMS TWO HILL-CLIMB WINS

Feather starts season with victory in Cheshire

Kieran Wynne-Cattanach (Team Lifting Gear Products) grabbed a weekend double of hill-climb wins, while his rivals for next month's National Championships were also in good form.

Wynne-Cattanach tasted victory at Saturday's Protech Velo event on Paradise Bank in County Durham before tackling Sunday's Birdwell Wheelers climb of Green Moor near Stocksbridge.

Meanwhile, Andy Cunningham (Ilkley CC) won the Yorkshire Road Club climb of Cragg Vale in West Yorkshire, and reigning national champion Andrew Feather (HuntBikeWheels.com) edged

to victory in the Cheshire Maverick climb of Bakestonedale Road near Pott Shrigley on Saturday.

In-form Musselburgh Roads CC ace Madeleine Bell was fastest female at the Protech Velo event, making it five wins in a row, while Olivia French (Stolen Goat RT) is also in good form with wins at the Cheshire Maverick event as well as at Cragg Vale on Sunday.

In time trialling the much-anticipated Cambridge CC 25-mile event was scuppered by roadworks meaning a switch to a slower course, but it didn't stop Kate Allan (Team Bottrill) clocking 51-39 to win by

almost five minutes. Matthew Smith (Drag2Zero) clocked 48-10 to win the men's event.

In cyclo-cross there was a weekend double for Thomas Mein (Hope Factory Racing), winning both rounds of the Hope Supercross in Bradford, West Yorkshire.

On Saturday he was 37 seconds clear of Yorben Laurysen (Pauwels Sauzen Bingoal) and on Sunday he was just nine seconds ahead of Laurysen.

The women's races were both won by Laura Verdonschot (Deceuster Bonache CT).



It was double weekend glory for French

ROAD RACING

Sunday, 15 September

● **Beaumont Trophy (Open National Road Series, Stamfordham, Northumberland)**

E, 1, 2: 1. Oliver Rees (Sabgal-Anicolor) 3:39.04; 2. W. Truelove (THRIVA-SRCT); 3. T. Armstrong (Wheelbase CabTech); 4. A. Ball (Project 1 CT); 5. R. Christensen (Foran CT); 6. D. Westley (Saint Piran) all same time.

Open National Road Series (Overall, after five rounds): 1. George Kimber (Spirit TBW Stuart Hall Cycling) 171 pts; 2. J. McKay (Saint Piran) 162; 3. O. Rees (Sabgal Anicolor) 149; 4. T. Armstrong (Wheelbase CabTech) 149; 5. M. Holmes (One Good Thing) 122; 6. R. Baker (Saint Piran) 119.

● **Curlew Cup (Women's National Road Series, Stamfordham, Northumberland)**

E, 1, 2, 3: Robyn Clay (DAS Hutchinson Brother UK) 3:19.57; 2. E. Shaw (Alba Development Road Team); 3. E. Wong (Shibden Apex RT); 4. C. Lloyd (Tofauti Everyone Active); 5. B. Dew (Pro Noctis 200 Degrees Coffee); 6. E. King (Lifeplus Wahoo) all st.

Women's National Road Series (Overall, after six rounds): 1. Eilidh Shaw (Alba Development Road Team) 220 pts; 2. L. Harris (Pro Noctis) 188; 3. E. Wong (Shibden Alex RT) 184; 4. F. Hall (DAS Hutchinson Brother UK) 178; 5. A. Tyler (Alba Development Road Team) 159; 6. B. Dew (Pro Noctis) 153.

● **Hitchin Nomads and Bedfordshire Roads CC Late Season Road Race (Cranfield, Bedfordshire)**

Men 3, 4: 1. Jack Rose (Team Milton Keynes); 2. R. Chamberlain (Corley Cycles); 3. S. Dines (Team Milton Keynes); 4. A. Derosa (Graham Weigh Racing); 5. L. Nicholson (unattached); 6. L. Bulley (unattached).

● **trainSharp Surrey League Road Race (Barcombe, East Sussex)**

Open 2, 3: 1. Matthew Webber (Wolfox CAMS Le Col RT); 2. C. Brazier (Trash Mile) +0.02; 3. L. Meyer-Eland (VC Londres) same time; 4. F. Dunton (Debondt Verandas CT) +0.06; 5. M. Clayton (Le Col RT) st; 6. A. Trivino (London Dynamo) +0.11.

Saturday, 14 September

● **ART and Cycling Coach Henry Stage Race (Abingdon, Oxfordshire)**

E, 1, 2 (Final overall): 1. Clay Davies (Ride Revolution Coaching) 3:07.49; 2. K. Buckley (Team BPC Bioflow) same time; 3. L. Kinch (TAAP Kalas) +0.02; 4. T. Anderson (Chippenham & Dist Wh) +4.15; 5. M. Ganjkhanlou (Reading CC) +4.45; 6. S. Dawson (unattached) +5.17.

Women 2, 3, 4 (Final overall): 1. Sasha Halsey (London Dynamo) 2:14.30; 2. E. Cadoux-Hudson (Cowley Road Condors) +0.07; 3. L. Cooper (PDQ Cycle Coaching) +0.18; 4. P. Inderwick (Army Cycling Union) +0.20; 5. L. Ketteringham (Cowley Road Condors) +0.21; 6. K. Pappas (unattached) +0.25.

Open 3, 4 (Final Overall): 1. Michael Nagi (Reading CC) 2:14.30; 2. M. Shackleton (Ful-On Tri Club) +0.06; 3. S. Beaton (Plymouth Corinthian CC) +0.11; 4. J. Dunnett (Ful-On Tri Club) +0.16; 5. S. Carter (Paceline RT) +0.23; 6. S. White (unattached) +1.13.

● **West Thames Autumn Series round one (Hillingdon circuit, Middlesex)**

E, 1, 2, 3: 1. James Ambrose-Parish (TAAP Kalas); 2. T. Langstone (Le Col Race Team); 3. L. Childs (TAAP Kalas); 4. R. Stovold (Knights London); 5. A. Hastings (Haste CC); 6. C. Crook (Thame Cycles Race Team).

Women E, 1, 2, 3: 1. Ellen Bennett (OnForm Brother UK); 2. E. Callinan (Loughborough Lightning); 3. A. Junker (OnForm Brother UK); 4. A. Butcher (Wolfox x Pedal Mafia); 5. N. Lynch (Newmarket C&TC); 6. E. Rham (ASSOS UK Race Team).

Fourth Cat: 1. Alex Mahon (unattached); 2. C. Fulgheri (Dulwich Paragon CC); 3. M. Kaznowski (London Dynamo); 4. C. Clafferty (Velosport CC); 5. A. Dean (Unattached); 6. A. Barr-Brown (Brixton CC).

Women Fourth Cat: 1. Serena Johnston (Clapham Chasers); 2. P. Hemphrey (Clapham Chasers); 3. R. Clarke (unattached); 4. L. Chiopi Daelli (LDN-WMN); 5. H. Brake (Islington CC); 6. S. Deligia (LDN-WMN).

● **Finsbury Park CC Late Summer Criteriums (Redbridge circuit, Ilford, Essex)**

3, 4, J: 1. Nathan Boase (Durham University CC); 2. J. Bracey (Norwich Racing Team) 3. J. Maxen (Cambridge University CC); 4. R. Hope (unattached); 5. T. Reynolds (Army Cycling Union); 6. T. Wade (Cambridge University CC).

Women 3, 4, J: 1. Heather Higginson (unattached); 2. S. Wood (Trash Mile); 3. H. Elliott (unattached); 4. M. Angwin (FTP Fusion); 5. H. Graveney (Doltcini); 6. B. Starbuck (VC Godalming Haslemere).



CLUB IN FOCUS BEACONSFIELD CYCLING CLUB

Club: Beaconsfield CC
Location: Beaconsfield, Buckinghamshire
Web: Beaconsfield.cc

The story of the jersey

The original jersey design came about after the club invited a local women's cycling group to join forces with it, not long after its formation 10 years ago. The club adopted the striking pink, black and white that the women used, and they became the club colours.

"They're highly visible and now very well recognised in the area," says Alistair Beveridge, one of the club's founding members.

The jersey was updated to its current version a couple of years later, he says, adding: "Rather than being designed by a couple of ageing cyclists with crayons, it was finely crafted by someone who knew what they were doing."

It is supplied by Endura.

The story of the club

Founded in 2014 by a group of friends, Beaconsfield CC is a social road riding group – although some members do compete in road racing, time trials and cyclo-cross. Membership currently stands at around 180.

CYCLO-CROSS

Saturday, 14 September

● Notts and Derby League round one
(ShIPLEY Country Park, Derbys)

Seniors: 1. Cameron Orr (Wilier Vitoria) 53.40;
2. C. Evans (Team Pau) +5.04; 3. H. Evans (Team Pau) +5.42; 4. W. Neill (Lee Cyclists Club) +6.41;
5. L. Elwell (Inspire Racing Adaston) +7.06; 6. N. Wilson (Ride Revolution Caching) +7.24.

Women: 1. Kate Eedy (Team Empella) 41.58; 2. J. Clay (TORQ Performance) +1.24; 3. A. Taylor (Jadan Vive le Velo) +3.23; 4. M. Denman (Stolen



Ollie Billing begins his sub-hour ride at the Rugby Flyer 25-mile TT

JOIN OUR STRAVA CLUB

Log your miles in our Strava club for a chance to be listed:
bit.ly/CWStravaClub



Last week's stats

Most miles ridden

1	Ben Osborne	761
2	Andrew Brimson	750
3	Cat Allen	580

Longest rides (mi)

1	Daniel Sanders	192
2	Norman King	191
3	Kate Churchill	191

Most elevation gain (ft)

1	Kenny Monteath	44,739
2	Andrew Brimson	42,433
3	Ben Osborne	41,919

Goat Race Team) +3.24; 5. A. Kolbert (Team Pau) +5.24; 6. J. Denman (Ilkeston CC) +6.06.

● Hope Supercross round one
(Wyke, Bradford, West Yorkshire)

Seniors: 1. Thomas Mein (Hope Factory Racing) 59.49; 2. Y. Laurysen (Pauwels Sauzen-Bingoal) +0.37; 3. B. Askey (Groupama-FDJ) +1.03; 4. A. Amey (TEKKERZ CC) +1.08; 5. J. Young (Spectra Racing) +1.20; 6. S. Van Grieken (unattached) +1.49.

Women: 1. Laura Verdonschot (Deceuster Bonache CT) 53.14; 2. N. Coppens (Deceuster Bonache CT) +1.02; 3. F. Gort (unattached) +1.19; 4. L. Baele (Deceuster Bonache CT) +1.38; 5. J. Peeters (Deceuster Bonache CT) +1.39; 6. X. Crees (Spectra Racing) +1.40.

HILL-CLIMBS

Sunday, 15 September

● Reading CC
(Streatley Hill, Berkshire, 0.475 miles):

1.	Harry MacFarlane (TAAP Kalas)	2.10
2.	J. Aiken (Elevate RT)	2.18
3.	E. Tuohy (Arctic Aircon RT)	2.23
4.	T. Ng (Team PB Performance)	2.24
5.	J. Coyne (Pump & Pedal Racing)	2.30
6.	M. Ferguson (Redhill CC)	2.32

Women:

1.	Charlotte Dalton (Elevate RT)	3.20
2.	K. Tse (Oxford University CC)	3.35
3.	K. Tidmarsh (Elevate RT)	3.38
4.	J. Gillett (Stratford Cycling Club)	3.46
5.	S. Buller Lim (CGC)	4.23



6. R. Malcolm (Reading CC) **4.33**

Saturday, 14 September

● **Protech Velo**

(Paradise Bank, Shadforth, 0.96 miles):

- 1. **Kieran Wynne-Cattanach** (Team Lifting Gear Products) **3.06**
- 2. **H. Storey** (Muckle Cycle Club) **3.10**
- 3. **A. Storey** (GS Metro) **3.11**
- 4. **M. Cram** (Muckle Cycle Club) **3.14**
- 5. **N. Munro** (Outlands) **3.19**
- 6. **C. Atkinson** (Muckle Cycle Club) **3.28**

Women:

- 1. **Madeleine Bell** (Musselburgh RCC) **4.08**
- 2. **B. Jenkinson** (Saint Piran) **4.20**
- 3. **E. Chatto** (Blaydon CC) **4.23**
- 4. **A. McGurk** (Blaydon CC) **5.07**
- 5. **G. Fletcher** (North Tyneside Riders CC) **5.08**

GET INVOLVED RACE WITH US ON ZWIFT!



Join us every Wednesday at 6pm for a 10-mile TT on Zwift
Sign up here: bit.ly/CWclubten

Last week's results

Event #217 Course: **Tick Tock** Date **Wednesday, 11 September**

Men

1	Jack Ainscough	Lifting Gear Products	21:30	4.9w/kg	356w
2	Adair Broughton	CMCC	21:52	4.7w/kg	356w
3	Ben Warman	England CC	22:06	4.3w/kg	355w
4	Kelvin Hatch	-	22:07	4.5w/kg	348w
5	Leigh Innes	Team CRYO-GEN	22:36	4.2w/kg	295w
6	Davy Byrne	ART	22:46	4.0w/kg	290w
7	Sam Richards	England CC	22:57	4.0w/kg	301w
8	Andreas D	RuhrRiders	23:08	4.1w/kg	349w
9	Dominic Watts	OTR Racing	23:35	3.6w/kg	288w
10	Crispin Jones	-	23:50	3.8w/kg	276w

Women

1	JD Bergkamp	LEVEL Esports	25:14	3.4w/kg	185w
2	Maria Johnson	ABR Cycle Team	28:07	2.6w/kg	183w

Next week's event

Event #218 Course: **Tick Tock** Date **Wednesday 25 September**

TIME TRIALS

Sunday, 15 September

● **Cambridge CC 25**

(Cambourne, Cambridgeshire):

- 1. **Matthew Smith** (DRAG2ZERO) **48.10**
- 2. **J. Wingfield** (Elysium Kalas RT) **49.06**
- 3. **A. Baker** (RAF CA) **50.34**
- 4. **M. Uttley** (Team Bottrill) **51.01**
- 5. **A. Robertson** (Ride Revolution Coaching) **51.08**
- 6. **R. Willcocks** (RAF CA) **51.26**

Women:

- 1. **Kate Allan** (Team Bottrill) **51.39**
- 2. **L. Robinson** (Shaftesbury CC) **56.25**

- 3. **C. Murray** (Army Cycling) **56.50**
- 4. **K. Barfoot-Brace** (Team Bottrill) **58.11**
- 5. **L. Griffin** (Cambridge CC) **59.49**
- 6. **C. Emons** (...a3crg) **1:00.01**

● **West Cheshire TTCA 25 (Prees, Shropshire):**

- 1. **Joshua Williams** (Team Bottrill) **51.21**
- 2. **R. Corlett** (Birkenhead North End CC) **55.06**
- 3. **S. Romei** (Paramount CRT) **55.48**
- 4. **T. Bill** (Stafford RC) **55.55**
- 5. **A. Hodgkinson** (Ilkeston CC) **55.59**
- 6. **T. Hales** (Wrekinsport CC) **56.24**

Women:

- 1. **Hayley Wells** (Wrekinsport CC) **1:02.02**
- 2. **D. Hutson-Lumb** (Wrekinsport CC) **1:05.54**

3. L. Davies (VMCC powered by Y Beic)	1:07.05
4. J. Fairclough (Liverpool Phoenix CC Aintree)	1:12.05
5. H. Tudor (Oswestry Paragon)	1:12.48

● **Oxonian CC 50**
(Kingston Bagpuize, Oxfordshire):

1. Karl Norris (360VRT)	1:48.57
2. L. Williams (FTP Race Team)	1:50.12
3. J. Smy (Army Cycling)	1:50.29
4. E. Anderson (Banbury Star Cyclists' Club)	1:53.12
5. G. Lock (New Forest CC)	1:54.18
6. R. Kingston (Oxonian CC)	1:54.33

Women:

1. Helen Roby (Ride Revolution Coaching)	2:07.31
2. A. Bannon (Cowley Road Condors CC)	2:21.33

Saturday, 14 September
● **Harrogate Nova CC 10**
(Arkendale, North Yorkshire):

1. Adam Duggleby (ADDFORM Vive Le Velo)	19.30
2. M. Peace (Otley CC)	20.48
3. S. Ward (Otley CC)	20.50
4. M. Schubert (Zurburban Racing)	20.53
5. B. Williams (Team Bottrill)	20.58
6. J. Ramsbottom (Team Bottrill)	21.08

Women:

1. Samantha Bissell (City Road Club Hull)	24.39
2. R. Mason (Malton Wheelers)	24.55

RECOMMENDED FOR YOU TO RIDE

University of Bristol CC

Hill-Climb

When: 5 October

Where: Bristol

The iconic Belmont Hill hill-climb returns for 2024, with the road closed to traffic for the duration. There are open, female and junior categories, all vying up the 1.2km slope, at an average of 8.3%. Entries via the CTT site.

Blazing Saddles Hill-Climb

When: 29 October

Where: West Sussex

The Blazing Saddles HC takes place on Knights Hill. The segment is 2km at an average of 4.8%, but there are ramps above 10%. Entries via CTT.

READER RACE BIKE KIERAN WYNNE-CATTANACH'S GIANT TCR ADVANCED SL

Kieran Wynne-Cattanach bought his Giant TCR Advanced SL with a little help from Llandudno store WeCycle after his original climbing bike got into an altercation with another competitor's machine.

It features a rim-brake set-up and is built up with 12-speed Shimano Dura-Ace Di2, Bontrager Aeolus wheels with 28mm Pirelli and 25mm Maxxis tubular tyres. It is, he says, a "hill-climber's dream bike".

Want us to feature your race bike? Send a pic and information to cycling@futurenet.com

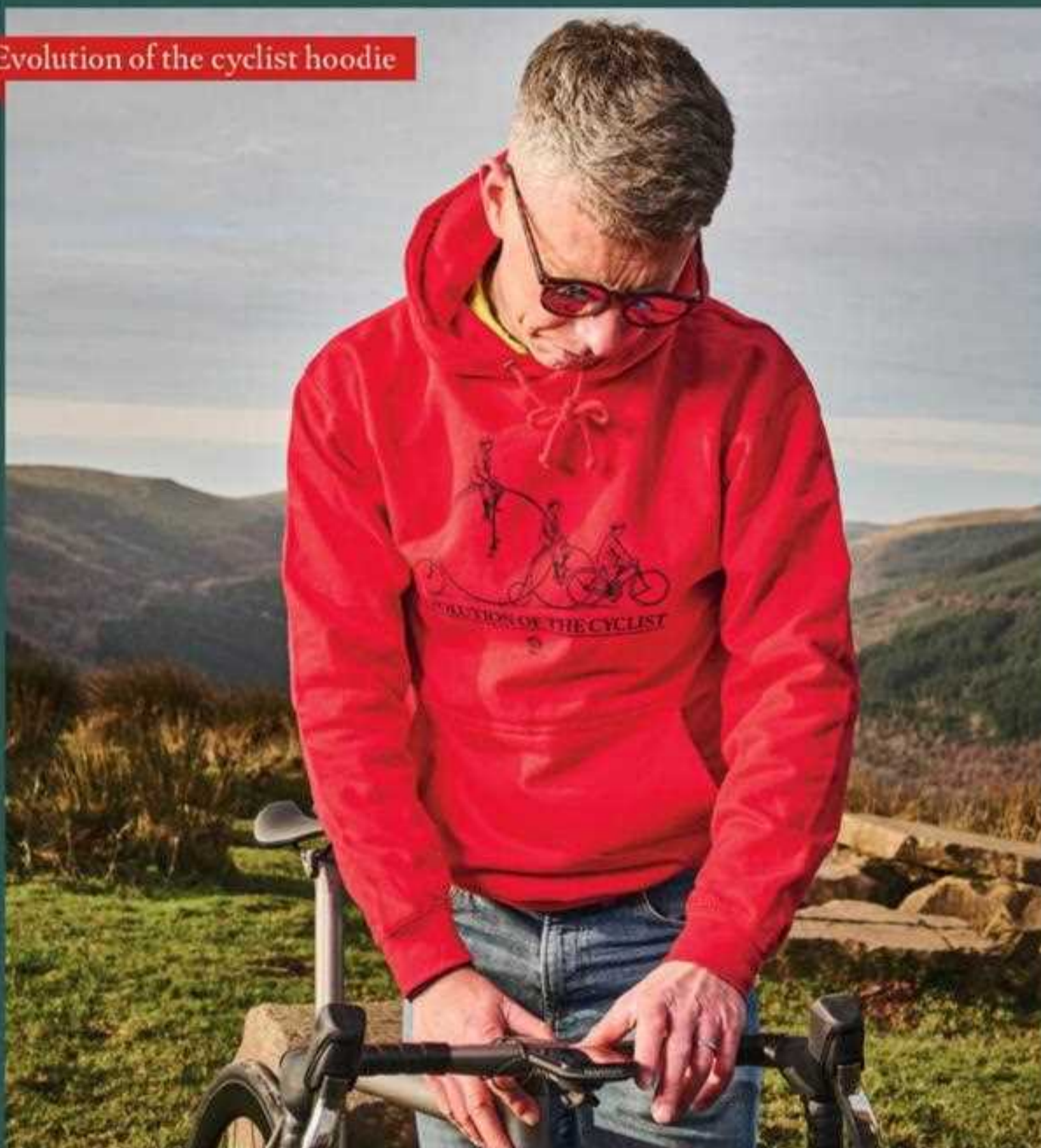


Wynne-Cattanach has just piloted his steed to the top of two podiums

Cycling Weekly Heritage Clothing

Own a piece of cycling history

Evolution of the cyclist hoodie



Choose from our range of hoodies and t-shirts in our online store bit.ly/heritage_merch



Scan to order

“Let’s go to Lowestoft for two weeks. A stage of the Tour of Britain started there once”

TV footage is deceptive so choose your illusion wisely



● Multiple national champion on the bike and award-winning author **Michael Hutchinson** writes for *CW* every week

I have a friend, let’s call him Ronald, who went on holiday to Sweden with his family this summer.

“Why Sweden?” I asked.

“Because I’ve never watched a Swedish bike race,” he said. “So I didn’t arrive with a warped, wrong view of the place.”

I can see what he means. Bike race coverage on TV is one of the reasons that organisations like councils spend money on bike races. “We’ll put Lowestoft on TV, and the pilgrims will see it and come and spend money here,” is the logic.

True – the pilgrims do come. But they’re often a bit confused. If you only know somewhere from the TV coverage of a bike race, you can end up with a strange impression of it.

I’ve just watched most of the Vuelta, so based on that and previous editions, I know that Spain is one of two things. It is either a sun-baked, ride-through oven, reminiscent of the surface of the sun, or it is a dark, unbelievably steep mountain shrouded in thick fog like something out of a Mary Shelley novel, with mysterious shapes and noises hinting at something awful happening beyond the reach of your understanding. Spain doesn’t seem to feature anything in between.

Yet I know Spain isn’t really like that. Half the world’s pro riders live in Girona, the other half in Calpe. They’re not all idiots. A lot of them, certainly, but all of them, no.

The other Grand Tours are also wide of the mark. Italy isn’t, it may surprise you to learn, covered in volcanoes. It is

GREAT INVENTIONS OF CYCLING 2024 – THE STRAVA MULE

Back in 2024, many cyclists felt pressurised by social media into undertaking long and demanding rides which they were either not fit enough to do, didn’t have time to do, or couldn’t be bothered with.

To solve this problem, they could pay another rider – a Strava mule – to undertake the ride for them. So if they wanted their Strava followers to give them

kudos for a 100-mile ride round Cumbria at an average speed of 30kph, instead of suffering the inconvenience and discomfort of a nice long day on their bike in the lovely hills, they found someone to go and do it for them.

Their friends were impressed, and in an attempt to keep up with the first idiot, paid another Strava mule to go and do something equivalently impressive.

This produced an inflationary spiral of increasingly hard rides, and over time more and more riders outsourced their riding.

The Strava mules gradually increased their rates as the rides got harder and by the end of the decade, many were very rich, and their employers had to sell all

their own bicycles in order to pay them. But that didn’t matter because they were still getting the credit for the rides they weren’t doing, and which they wouldn’t have had time to do anyway by the time they’d worked enough hours to pay the mule.

This process is otherwise known as ‘Late-stage capitalism comes to cycling’.



“How can they be so despondent with such a legendary view?”



Pics Alamy

not full of cute pink trains. The fact that a helicopter view of an Italian village (and no one other than God spends as much time looking down from above than a bike race fan) shows roofing that consists entirely of air conditioning units does not mean you will ever manage to get your hotel room below 40°C.

France is probably closer to its real self, but the enthusiasm and welcome of the non-stop party atmosphere during the Tour means you're set up for a disappointing experience when you go down to your hotel's reception to ask the scary, smoking lady why she turns the internet off at 10pm.

My theory is that the smaller the geographical area the race covers, the more accurate your impression. The Tour de Suisse covers a lot less ground than a Grand Tour, and gives the impression of somewhere so pretty and neat it looks like it's been created using the same CGI architects use for getting multi-story car parks past the planners. And Switzerland really is like that.

During the Classics season, Belgium looks like nothing but winding, narrow climbs linked together by traffic calming and industrial estate access roads. This also is more or less true.

The thing that always strikes me most about the Tour of Britain, is the lush hedge and tree cover. From the helicopter point of view, the race regularly vanishes for several hundred metres at a time. This would suggest a low-lying country where it rains a lot and where there isn't a local authority with the budget to prune anything back. Again, pretty much the case.

It's debatable whether any of these would inspire you to book a holiday, of course. Especially if you're the family's only cyclist. Many a marriage has foundered in a fly-blown campsite booked because the Ventoux is 10km away. Although that's still an easier sell than, "Let's go to Lowestoft for two weeks. A stage of the Tour of Britain started there once."

Ronald says Sweden was expensive but lovely, by the way.

Acts of Cycling

Stupidity

Word reaches us of a YouTuber who bought a drone to help with his filming. It had a number of useful functions – it would follow him, at a variety of angles and distances. The one he was most excited to experiment with was a 'dolly' setting, where it would fly directly in front of his bike and shoot footage looking back at him.

The first time he tried it, on a gravel track, he forgot that all it was doing was tracking his direction of travel. Instead, watching the drone intently, he followed it straight on at a bend into a deep ditch full of suspiciously brown water. He did at least have an excellent video of the resulting crash.

Women's World Championship road race

Beryl Burton leads her rivals up a cobbled climb in the 1960 World Championship road race in East Germany.

It was only the third time the event had been run, and although the young Burton – she was only 23 in this picture – had finished fifth the year before, this was the first time she had won the race.

She wasn't a complete stranger to international gold medals though, having won her first individual pursuit World Championship the previous year. When this image was taken she had also won her second, having triumphed again in the 3,000m event just days before in nearby Leipzig.

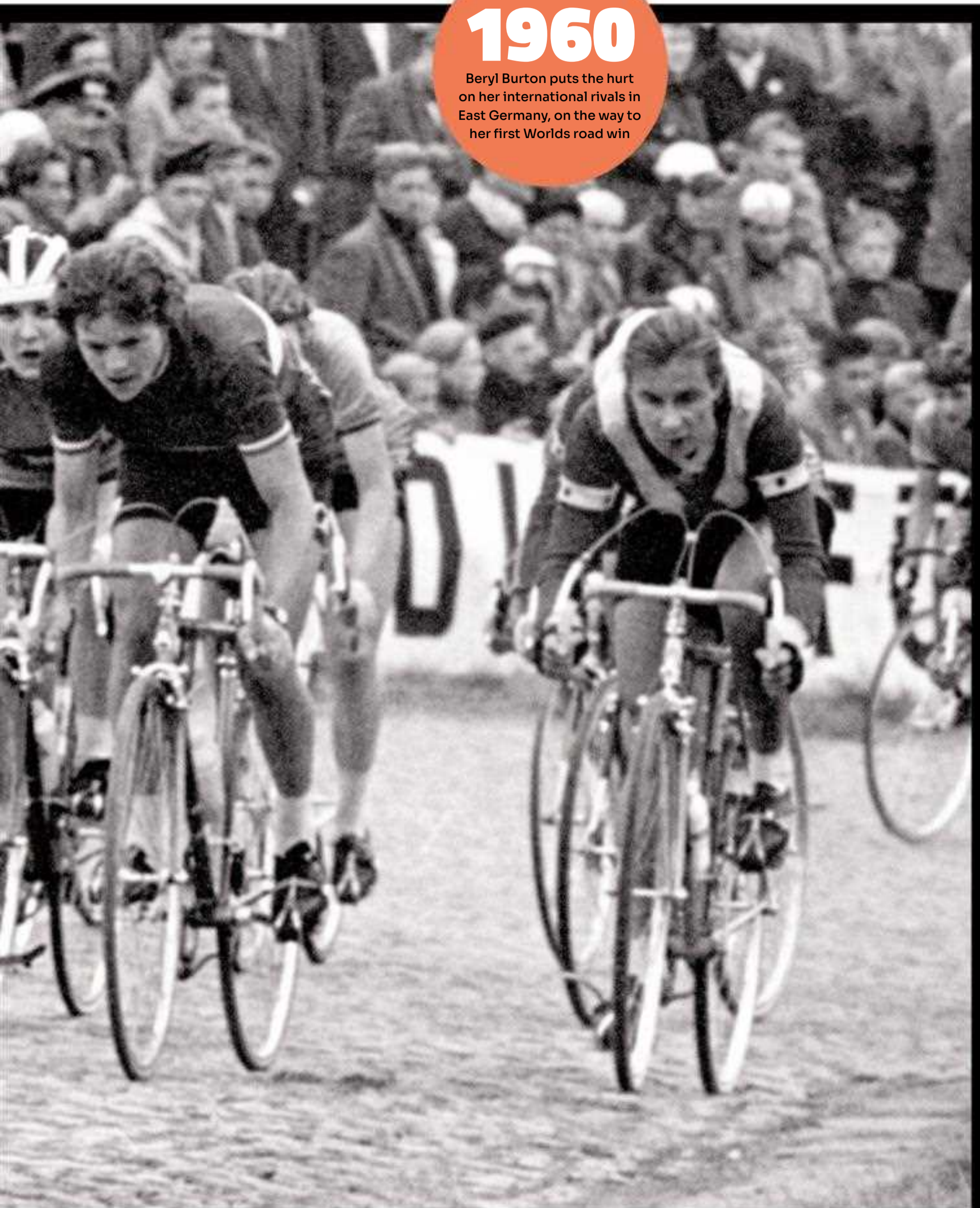
Along with her road win it was the start of a long and illustrious World Championship career for Burton, who took the silver medal on the road the following year and won again in 1967. On the track she repeated her pursuit wins of 1959 and 1960 three further times – in 1962, 1963 and 1966. She also took three silvers and three bronze medals in the event.

Photo: Getty Images



1960

Beryl Burton puts the hurt on her international rivals in East Germany, on the way to her first Worlds road win



CLASSIC BIKE PEUGEOT STEP-THROUGH

A cutting-edge race bike that looks like no such thing

It looks like a 'shopper' but this bonded alloy beauty is no bargain basement machine



Words: Luke Friend Photo: Richard Butcher/Future Publishing

This Peugeot looks at first glance to have been picked up at a French flea market, sans front basket. A closer inspection tells a very different story indeed.

While most Peugeot step-throughs were made from steel, this model – likely a prototype that never went into production – is aluminium. And Duralinox aluminium at that.

Bonded alloy frames surfaced in the 1970s, when French and Italian engineers sought to make lightweight alloy racing frames. In Italy, Alan led the charge. In France, it was Vitus.

Through its collaboration with Angenieux-CLB, Péchiney and the 3M Company (the former a French alloy tube maker, the latter an American adhesives expert) it created prototype frames that eschewed additional screws or pins. Made by frame builder Roger Roche, these efforts would eventually evolve into the legendary Vitus 979, ridden most famously by Sean Kelly and Phil Anderson.

The same Duralinox tubes are used here on what looks like an unnamed prototype. The build is considerably lighter (this bike weighed 8.9kg) than

comparable steel tubing, but still with the same elegant looks. It's inherently flexible, giving it a cushioned ride feel. The epoxy-bonded slip-fit cast lugs and natural finish, which would have looked almost futuristic at the time, still give this Peugeot a striking aesthetic.

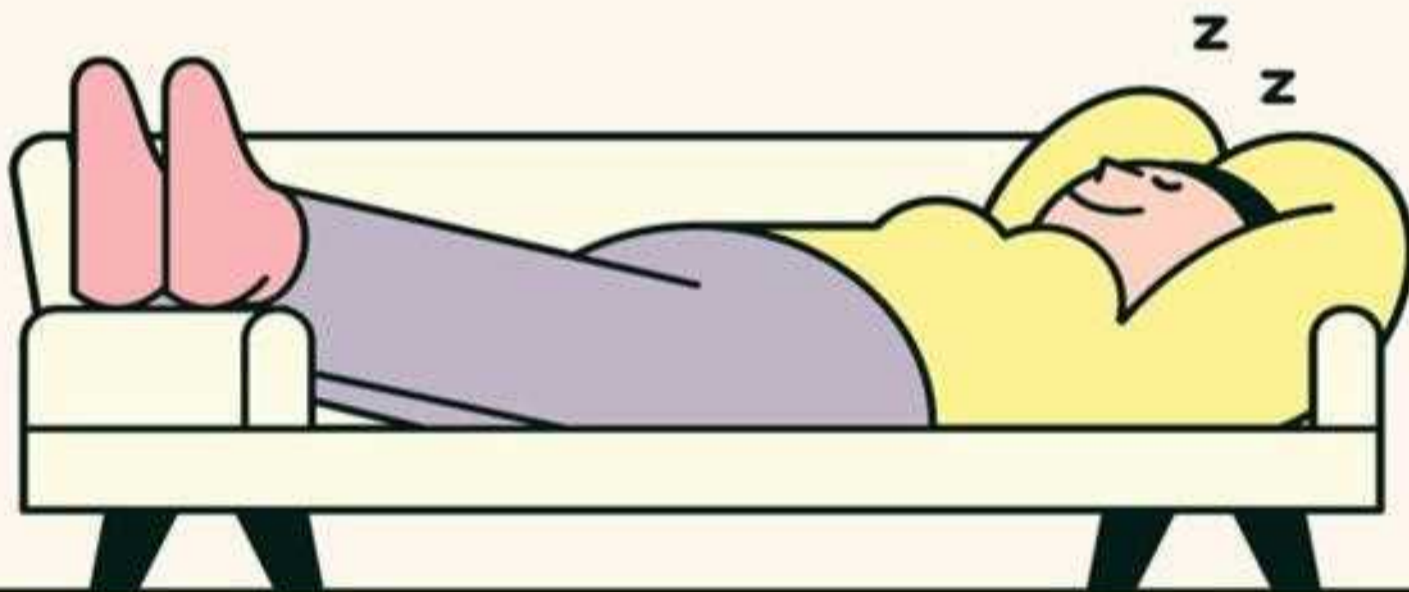
The bike's sporty guise doesn't stop there. It's equipped with a Stronglight 'Drillium' chainset, complete with a sizable 52t outer chainring. Then there's the Philippe Guidon TdF handlebars and the Spidel hubs laced to Mavic rims. Despite its appearance, this bike was built as a pure racer.

**NEXT WEEK'S
ISSUE**
ON SALE EVERY THURSDAY

- Gravel bike of the year test
- Early action from the World Champs
- How nitrates can affect your riding



SAVVY SPENDING STARTS AT HOME.



GO.
COMPARE

Get more information or compare quotes at go.compare/home-insurance

+

REDEFINING ROAD

THE NEW ALLROAD



RIBBLE

Shop now at [ribble.com](https://www.ribble.com)

9001

9000

